

TRANSLOG



Fall 2004

Liner service moves 29th Brigade Combat Team

See story pg. 21



The
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Fall 2004

Brig. Gen. Charles W. Fletcher, Jr.
Commander
Military Surface Deployment and
Distribution Command

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C o n t e n t s

On the cover ...

*The Great Land
awaits cargo loading
at Pearl Harbor,
Hawaii.
(Photo by David
Bertao)*



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CORRECTION:
In the Translog Summer 2004 issue, Capt. Jasmine Peterson, pictured left, of the 835th Transportation Battalion, Okinawa, Japan, was misidentified. We regret the error.



(Photo by Terri Kojima)

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Nearly loaded barge awaits movement at Fort Eustis' Third Port.

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First Impressions

An interview with SDDC's Commanding General



Brig. Gen. Charles W. Fletcher, Jr.
Commander, SDDC

Q. You've been on the go since your arrival as commander of SDDC. What are your immediate observation(s)?

A. What a great group of people. We have been all over the world and seen people doing many things I didn't even know the command did. From top to bottom and side to side it is just a great group of people. They are doing phenomenal things. We have some of the world experts in things that I didn't know that there were world experts on, like America's expert on trains, tracks, transportability, experts on how to load every kind of ship, ammunition—experts on POVs and household goods. If the Army needs one of these people, we have one, if the Army needs two of these people we have two.

Just the attitude of these people—we have been up and down the west coast— they are fired up. While in Seattle, I gave a 40-year pin, 35-year pin and a 30-year pin to people who are still all fired up about what they did and they are anxious to just keep doing it. So, that is pretty inspiring.

Q. Do you see a major difference in SDDC from the first time you served in the command?

A. Well, I was down in the belly of the ship pulling on an ore, so it is a little different. I was in steerage and now I'm up on the poop deck.

As a first lieutenant, my first job was running a cargo documentation section and it's amazing that cargo documentation is still a challenge that we go through and it's not very glamorous but it is still pretty important to what we do.

My first duty assignment was the port of Long Beach. We went back there and it is hardly recognizable from the time I was back there. So, the volume, just the enormity of what goes on these days, is pretty incredible.

Q. As you know, SDDC has just formed the 595th Transportation Terminal Group (Provisional) at Camp Spearhead, Kuwait. How will this impact our deployment and distribution efforts on OIF and OEF?

A. Well, I hope it makes it a little easier because right now we have been sending the groups in Europe and Hawaii over to do this task and now we'll have a group that's there to do that. So, I think, in that sense, it will take some of the pressure off. Like Tom Harvey from Hawaii also had to run operations in the Pacific while he was operating out of Kuwait and Iraq. But it will continue to put some strain on the command as we go through it. I think this is the first step to just relook what the organizational structures are within the command and how well suited they are to meet all the things we



Brig. Gen. Charles W. Fletcher, Jr., greets Lt. Gen. (Ret.) Edward Honor, a previous commander of SDDC, at a Fort Myer, Va., reception following the change of command. At left is the commander's aide, Capt. (as pictured) Stephen Ledbetter, who has since been promoted to the rank of major.

(Photo by LaWanda York)



Brig. Gen. Fletcher promotes former Capt. Ashwin Krishna to the rank of major at the Port of Ash Shuaiba in Kuwait.

need to do in the future and that's a big part of what we are working on right now.

We went to see Lt. Gen. James R. Helmly, chief of Army Reserve, and said to him that we really need to think about how we are going to use Reserve units and he was fully supportive of what we are trying to do.

Q. A great deal of effort is being placed on use and accountability of shipping containers in Southwest Asia. Quite a few ideas have been generated regarding their use. Through your observation, what thoughts do you have regarding this challenge?

A. We had the opportunity to brief Gen. John Handy (commander, U.S. Transportation Command) last week about our approach on container management. What we told him, and he agreed, is that you really can't talk about container management, you have to talk about what are we going to do for this charter that we have to own distribution end-to-end because container management is just an example of what that charter means.

Q. The Families First program is scheduled to launch at the start of Fiscal Year 2006. What will the pro-


gram mean to individual Service members?

A. We went to the Army Family Action Plan, Mr. Bill Lucas (SDDC deputy to the commander), said it very well, the things that people ask for in their household goods is "Don't break my stuff and if you break it then give me enough money to replace it and not the Salvation Army cost of the item." I think that essentially Families First is: let's get the attitude of the industry that they are not going to break the Service members stuff and part of the way to do that is to make them replace the item they break. That is where Families First is taking us. It has been a long road, we have looked at these Army Family Action Plan issues and this one goes back to 1993. But we are closer now, than we have been before, to fixing this problem.

Q. What is your vision for the command?

A. We had an off-site a couple of weeks ago and talked about what is the command going to look like in 2010. There was a general agreement that we will be doing much more of contracting to other people to do the task that we do today. Which means that the com-

mand will become more contract management and information management than it is today. That really talks about what the most valued asset of the command is—people—and that means they will need to be more empowered in information and contract management. We will need to have training plans to do that for today's workforce. We're still going to do a lot of the things that we do today, but we will do them in different ways. So, this shouldn't be too threatening to people who are here now doing a task they've done for a long time. Some of those people won't be here in 2010 because they will have retired. Some of them which will be here will need to look and see if the skills they have now are the skills they will need then, and help us help them in training them in the right skill set.

We've got some objectives to look at as we go through this. We need to make it easier for units to deploy, empower the distribution system, increase the commercial contribution to what we do, and improve our command and control process. Which means we may adopt commercial command control processes. Those are intermediate objectives towards a goal to make the command able to manage the people and the business of transportation and distribution. 

Brig. Gen. Charles Fletcher, Jr.

Story and photos by John Randt, director, Command Affairs
SDDC Headquarters

A top Army logistician has become the 14th commander of the Surface Deployment and Distribution Command.

Brig. Gen. Charles Fletcher, Jr., assumed command of SDDC on Aug. 24 in a formal parade ground ceremony at Fort Myer, Va. Fletcher has served as the Assistant Deputy Chief of Staff, G-4 (Logistics), at the Pentagon, since last September.

Fletcher assumes command from Maj. Gen. Ann E. Dunwoody, commander since October 2002.

"The Global War on Terrorism demands that we provide global support at an intensity and complexity never before seen," said Fletcher.

"As we stand here, surrounded by Arlington National Cemetery, we cannot, but be inspired and renewed in the accomplishment of this mission."

A West Point graduate, Fletcher entered the Army in June 1972. In early assignments he served as an aviator and transportation officer.

"Three decades ago as a second lieutenant, this—the SDDC patch—was the first patch I wore on my left shoulder and today I wear it for the second time," said Fletcher, who has had overseas assignments in Korea, Germany and Southwest Asia.

"I am coming home."

Fletcher joins SDDC, which is charged with the surface deployment and distribution movements of all Department of Defense cargoes, at a critical time.

In the past two years, the command has distributed the most Department of Defense cargoes in a half century in support of Operation Enduring Freedom and Operation Iraqi Freedom.

During Operation Iraqi Freedom II, conducted in a seven-month period ending in August, SDDC was responsible for 330-vessel operations.



Now, a similar magnitude of cargo is moving as part of Operations Iraqi Freedom III.

In her new assignment, Dunwoody is serving as the Commanding General, U.S. Army Combined Arms Support Command, Fort Lee, Va.

"I can't begin to tell you what a thrilling assignment this has been for me," said Dunwoody, "a veteran quartermaster corps officer—in the heart of Department of Defense transportation deployment and distribution operations."

"During my tenure, our ports conducted 527 vessel operations. Deploying or redeploying, we moved eight of the Army's 10 divisions, several National Guard separate brigades and the Marines," she said. "It has all been an incredible feat."

The ceremony drew SDDC employees, friends and industry supporters.

"It was a very nice ceremony," said Bill Antonelli, executive vice president and chief operating officer, American Logistics Network, LLC, of



Gen. John W. Handy, commander, U.S. Transportation Command, presents the new SDDC flag to Brig. Gen. Charles W. Fletcher, Jr., the new commander, and Maj. Gen. Ann E. Dunwoody, outgoing commander, and SL

..., assumes command of SDDC

SDDC Command Sgt. Maj. Tomás Hawkins passes the SDDC flag to Maj. Gen. Ann E. Dunwoody for the last time.

For the first time, Brig. Gen. Charles W. Fletcher, Jr., speaks as the new commander of SDDC.



Monroe, N.Y. “Nice to say goodbye to Maj. Gen. Dunwoody and thank her for all of her support. It was also nice to meet Brig. Gen. Fletcher, introduce ourselves and spend some time with him.

“We are looking forward to a continued partnership with the general and SDDC.”

The enthusiasm was shared by John Roby, director of logistics and public affairs, port of Beaumont, Texas.

“As a member of the senior staff of one of the Army's strategic ports,”

said Roby. “I had the opportunity to work closely with Maj. Gen. Dunwoody during operations Enduring Freedom and Iraqi Freedom, I was sorry to see her command of the SDDC come to an end.

“However, I was also enthusiastic about getting to know Brig. Gen. Fletcher. The change of command certainly accomplished its goal of providing an orderly transition from one commander to another. I feel really fortunate to have been able to be a part of it.”

The U.S. Army Band "Pershing's Own" entertains participants and spectators at the SDDC change of command Aug. 24.



*ation Command, passes the SDDC command
ew commander of SDDC. At right is Maj. Gen.
DDC's Command Sgt. Maj. Tomás Hawkins.*



SDDC's Top NCO puts soldiers, training first

Story by Maj. John M. Simpson, 833d Transportation Battalion



Command Sgt. Maj. Tomás Hawkins, Master Sgt. Scott Vanderlooven, Jim Amador and Steve Pottle (Port of Olympia).

Soldiers of the Military Surface Deployment and Distribution Command are a top priority to the highest-ranking enlisted Soldier in the command.

That's what Command Sgt. Maj. Tomás Hawkins wants SDDC Soldiers in the state of Washington to be sure of.

"I put myself on the ground where the Soldiers are, and I listen to their concerns," said Command. Sgt. Maj. Hawkins as he and a couple of non-commissioned officers enjoyed lunch at a diner at the Port of Tacoma.

"They come first," he added.

During a three-day visit with the 833rd Transportation Battalion in Seattle, SDDC's new command sergeant major made it a point to get out and educate himself as to the challenges Soldiers and their non-commissioned officer's face. Meeting with port personnel in Olympia and Tacoma, as well as listening to Soldiers and their concerns at the 833rd and 1395th Terminal Transportation Battalion were all part

of his itinerary.

"I am a sponge, and I want to learn more," said Hawkins to a number of management personnel at the Port of Olympia. "I rely on the expertise of the NCOs throughout SDDC to complete the mission, but I want to be sure that my NCOs know the business of transportation," he said.

During his visit, Hawkins' ability to

understand the finer points of the transportation world impressed several International Longshoremen Workers Union members. "He's quick, and he listens well," said one of the longshoremen. "He understands not only what we do during a load-out, he really knows what the soldiers are doing too."

In learning more about port operations and motivating NCOs, Hawkins' vision for SDDC is to simply provide better support for the warfighters. "I know that sounds simple, but their (warfighters) needs come first; there's no question about that," he emphasized.

In order to accomplish SDDC's mission, Hawkins believes that expeditionary knowledge, joint cooperation and "modularization" are necessary for successfully deploying and sustaining troops.

Expeditionary knowledge refers to how logisticians think in worldwide terms. "Our thinking is global. With the knowledge of what we have and how our personnel are trained, we can be where we need to be with minimum delay," explained Hawkins.

The concept of joint cooperation refers to working together with sister Services. "It is a team effort in any

Command Sgt. Maj. Hawkins reviews area maps with a longshoreman from ILWU Local #23, Port of Tacoma.



WARRIOR'S CORNER

By SDDC Command Sgt. Maj. Tomás R. Hawkins



Command Sgt. Maj. Hawkins views pier facilities at the Port of Olympia with Jim Amador, Port of Olympia Terminal Manager and Steve Pottle (back), Olympia Port Commissioner.

conflict we face," said Hawkins. "And we must maintain that level of understanding and even surpass it."

And last, modularization refers to successfully utilizing the capabilities of a particular transportation team.

"Think of it as a 'force package' where the talent of the team is vital to success," explained Hawkins. To further his example, he pointed to the work the 833d has recently accomplished in CONUS and in-theater. "A well trained unit does an outstanding job, and I have seen that here and in the other ports I have visited," he added.

To ensure Soldiers in SDDC continue to maintain their mission readiness, Hawkins has every intention of returning to motivate morale and look for other ways to improve. "I will not be a stranger," he said as he left a meeting with NCOs and management personnel at the Port of Tacoma.

"I will be back," said Hawkins. 🕒



Command Sgt. Maj. Gerald Capps of the 1394th Deployment Support Brigade, Camp Pendleton, Calif., and SDDC Command Sgt. Maj. Tomás Hawkins discuss upcoming topics at the SDDC Commanders Conference on July 17 in Williamsburg, Va.

Surface Warriors, I have been onboard for about four months now and even more excited about being here than I first arrived. It's sort of like being a kid in the candy store. The more I see, the more I learn, understand and want to see.

I've visited our units in the U.S., Hawaii, Rotterdam, Italy and Southwest Asia. Though I still have not seen them all, what I have seen are units with a proud sense of belonging and a very motivated and experienced workforce of Soldiers and civilians. I must admit, much like other organizations, we have our own special challenges, but that comes with new leaders, new visions, and changes in what we were accustomed to doing.

My message, as I visit, is simple... "Do the best you can with what you have for as long as you are here."

In saying this, we need to look forward to embracing our transformation to better our capabilities to even better

our support to the War Fighters.

To enhance our *Espirit de Corps*, we've established a motto that accurately tells who we are and what we do - Surface Warriors. This combines what we do with the Warrior Ethos and Warrior Spirit so highlighted by the Sergeant Major of the Army and Army Chief of Staff. This idea not only pertains to our Soldiers but it is also reflective in our civilian workforce.

On a personal note, I would like to share in giving a sincere appreciation for the fine work to our command from Mr. John Randt. His services and fellowship will be deeply missed. I wish you the best.

I am proud and honored to be your Command Sergeant Major. I will do my best to represent you at the conferences and events I attend with the distinction that comes with this position.

I thank you for all you have done and continue to do.

Until next time ...

"Let's Roll!" 🕒



Dwarfed by the USNS Pomeroy, a Kiowa observation helicopter moves down the stern ramp of the Large, Medium-Speed Roll-on/Roll-off ship.

SDDC teamwork brings 1st Armored Division home at last

By Bram de Jong, Public Affairs Officer
598th Transportation Group

Aboard six different ships, the Military Surface Deployment and Distribution Command returned the equipment of the 1st Armored Division to its home stations in Germany.

Divisional Soldiers had a year of Operation Iraqi Freedom duty—at the end suddenly extended by 90 days due to an increase in fighting with insurgents.

The 1AD equipment was loaded in Ash Shuaiba, Kuwait by the 595th Transportation Group (Provisional). Following a voyage via the Suez Canal, Mediterranean Sea, and Atlantic Ocean, the ships reached destinations of Antwerp, Belgium, and Bremerhaven, Germany, during the month of August.

Once in European waters, members of the 598th Transportation Group's 838th Transportation Battalion, Rotterdam, the Netherlands; and the

950th Transportation Co., Bremerhaven; took over.

The USNS Denebola, USNS Gordon, USNS Pomeroy and USNS Watkins were discharged in Antwerp while the USNS Brittin and USNS Benevidez were discharged in Bremerhaven.

SDDC's work, however, did not end there. All equipment was configured for return by surface transportation to the division's home stations in Germany. Rail and truck were the primary modes of shipment from Bremerhaven and Antwerp, but the additional capacity of barges was used in Antwerp.

The equipment received and transported during this operation was staggering. In all, over 225,000 measurement tons, or over 6,000 individual pieces, of 1AD equipment was transhipped to Germany.

"The key was flexibility," said Lt. Col. Victor Gonzalez, commander, 838th Transportation Battalion, Rotterdam, "and being able to adapt quickly to the challenges."

Gonzalez said there were many challenges.

"We are talking about equipment that is coming back from the battlefield," said Gonzalez, "so there are many instances when we have to literally drag or carry equipment off the vessel.

"This makes the operation much more challenging than when the cargo departed for the desert 15 months ago."

Gonzalez's Rotterdam-based unit was supported by 598th augmentees from SDDC terminal port units in Germany, Greece, Italy, Turkey, Azores, the United Kingdom, and Reservists from the 1189th Transportation Terminal Brigade, of Charleston, S.C.



Staff Sgt. Birtta Gassner and Rainer Derricks, of the 950th Transportation Co., document equipment.

An M-109 howitzer moves via a side ramp out of the USNS Denebola at Antwerp.



“We always try to plan for every contingency and develop a possible course of action for potential issues,” said Maj. Lynne LeGloahec, 950th commander.

“The key is to evaluate the type and condition of the cargo, develop a plan that maximizes resources and ensure the requisite coordination and communication between all the necessary players occurs,” she said. “We work very well as a team and coordinate with all parties involved.”

Port operations were a joint effort of SDDC, the 21st Theater Support Command, and the U.S. Transportation Command Marshalling Area Control Group, of the 37th Transportation Command. All three units are located in Kaiserslautern, Germany.

Use of the ports of Antwerp and Bremerhaven was based on the availability of staging areas, said Gonzalez.

“In order to conduct an operation of this magnitude we need approximately 159,000-square meters,” said Gonzalez. “Very few ports, if any, have this space available for us to use.”

A key to the operation was documentation, he said.

“Documentation is the genesis for everything we do from contracting for a vessel, to identifying port requirements, to coordinating and contracting for commercial transportation for the onward movement,” said Gonzales.

“Without accurate documentation the entire system collapses as all planning factors will be based on wrong requirements.”

Warfighters are displaying improved equipment labeling, said LeGloahec.

“The improved labeling helps us

immensely during processing,” she said. “Once rail operations started in Bremerhaven, SDDC personnel helped load trains by staging equipment according to the rail car it was to be loaded on to.”

Wolfgang Scherer, chief operations, Rhine River Detachment, assisted cross-border rail operations from Belgium to Germany,

“His friendly disposition and ability to speak German helped ease any difficulties at the border,” said Capt. Ian Jorgensen, commander, Rhine River Detachment.

Loading of the 1st Armored Division equipment at Ash Shuiaba presented special challenges, said Col. Tom Harvey, 595th commander.

“Knowing the 1st Armored Division had spent 15 months in combat,” said Harvey, “our SDDC South West Asia team was very motivated and worked extremely hard to ensure that the division was uploaded safely and quickly.

Despite the extreme heat with daily temperatures well over 120 F, our Soldiers and sailors made sure that the division would leave theater without any problems.”

Inoperative vehicles proved to be the biggest problem with the loading, he said.

“This presented a very unique test for our terminal and vessel teams,” said Harvey, “but they adapted quickly and were able to maintain a high out load operations tempo.”

An additional challenge, said Harvey, was the discovery of an incor-

rectly installed brake linkage for an M113A3 armored personnel carrier.

“As a result of this, we did have one accident onboard a vessel when the brakes failed and the armored personnel carrier crashed into the vessel ramp wall,” said Harvey. “Fortunately, no one was injured.

“Working with a mechanic from the unit, one of our safety personnel dismantled the vehicle to diagnose the cause and discovered that the linkage had been reinstalled incorrectly back at the wash rack,” Harvey added.

Consequently, the brake linkage on the remaining armored personnel carriers were checked. Some were found with incorrectly installed brake linkage.

“That extra effort most likely prevented additional brake failures and accidents,” said Harvey. 🟢



Sgt. 1st Class Sheri Little and Rainer Derricks, of the 950th Transportation Co., document the movement of 1st Armored Division equipment.

SDDC sidesteps Hurricane Ivan

By LaWanda York, Public Affairs Specialist
SDDC Headquarters



Cargo is lifted aboard the USNS Watkins in Beaumont, Texas, in September in one of the first big moves of Operation Iraqi Freedom III cargoes.

(Photo by Capt. Steve Wills)

Hurricane Ivan kept the USNS Watkins in port for a few extra days, but it did not deter the Port of Beaumont's first shipment of cargo for Operation Iraqi Freedom III.

Originally scheduled to depart Sept. 12, the Watkins finally sailed Sept. 18 from the Texas port.

The hurricane made landfall Sept. 16 on the Gulf Coast of Alabama.

As the Military Sealift Command ship waited out the storm, cargo continued to roll into ports. Once the storm passed, the Watkins was diverted to Corpus Christi, Texas, to pick up more cargo before sailing for Southwest Asia.

Watkins first arrived in Beaumont Sept. 7. Members of the Military Surface Deployment and Distribution Command's 842nd Transportation Battalion immediately began a simultaneous discharge—and reloading.

"This is another example of how the team works," said Lt. Cmdr. John Williams, 842nd deputy commander. "We use our resources in the most efficient way possible."

To "Team Beaumont" this is just another day in the long stream of shipments. All equipment has a location allocated for it before it arrives at the port. The equipment is staged in the proper lots to make sure the proper

equipment is loaded on the correct ship.

Williams said it took the team 21 hours to unload the ship and 19 hours to load the 700 pieces of equipment headed for Operation Iraqi Freedom. The USNS Watkins is 950-feet long and can carry 393,000 square feet of cargo.

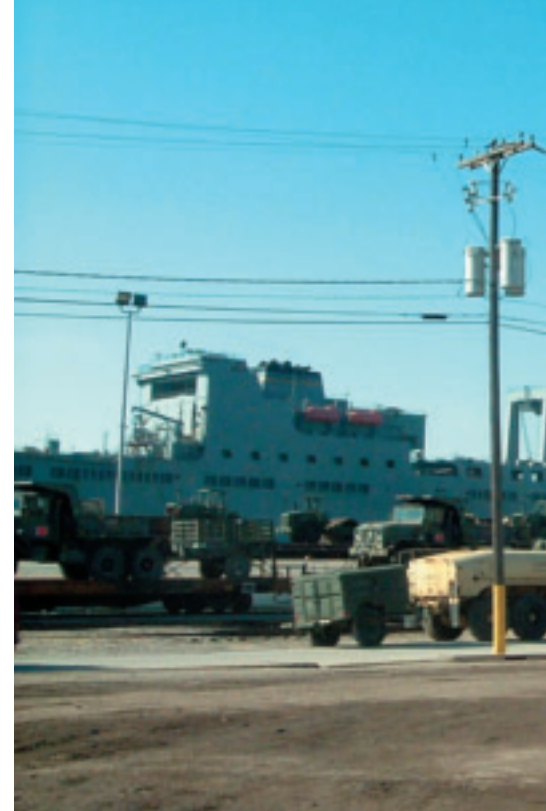
"Staging is essential to proper distribution of the equipment," said Williams. "We pride ourselves in a 30-day turnaround for our shipments and our teamwork makes this happen."

With the departure of the Watkins, the Beaumont unit is looking ahead to more Operation Iraqi Freedom III cargoes.

Since the beginning of OIF and Operation Enduring Freedom, the members of the terminal port unit have moved an incredible 10.7-million-square-feet of military equipment.

"Team Beaumont has already been to the Super Bowl with OIF II," said Williams. "We are on our way to our second Super Bowl."

An absolutely essential element to the team effort, said Williams, is Army Reservists with the 1192nd Transportation Terminal Brigade, of New Orleans. Other key players include the port of Beaumont, Military Sealift Command, Department of Agriculture, Port Support Activity and stevedores. 📷



Operation Iraqi III cargo at Beaumont, Texas

SDDC continues Operation Iraqi Freedom III

By Patti Bielling, Public Affairs Specialist
SDDC Operations Center

As the USNS Watkins loaded equipment in Corpus Christi, Texas, in late September, it signaled the start of the next big movement of Military Surface Deployment and Distribution cargoes to South West Asia.

The Watkins' cargo is the first big move of equipment as part of Operation Iraqi Freedom III. The 700-plus pieces of cargo on board are part of the next rotation of service members and equipment bound for Southwest Asia.

During this rotation, the Military Surface Deployment and Distribution Command plans to move as much military equipment as was moved in Operation Iraqi Freedom II, said Brig. Gen. Mark Scheidt, the command's



*, awaits loading on USNS Watkins, in background, in early September.
(Photo by Capt. Steve Wills)*

Continues shipments for Iraqi Freedom III

Deputy Commanding General/Director of Operations.

“One difference is that we have a better idea of upcoming requirements now,” said Scheid. “That means we have more planning time and can operate with even more efficiency.”

Between Sept. 1 and April 2005, some 314 vessel operations are planned, said Scheid.

In all, Scheid said 11.4-million-square-feet of cargo is projected for deployment and 9.6-million-square-feet of cargo is projected for redeployment.

The biggest operations will be in Southwest Asia where 157 vessel operations are planned including 70 loadings and 87 discharges.

In the United States, 141 vessel

operations are planned including 82 loadings and 59 discharges.

In Europe, SDDC plans four loadings and 10 discharges.

In the past year, SDDC moved the biggest amount of Department of Defense cargo in a half century. Shipments went to Operation Enduring Freedom and Operation Iraqi Freedom. In all, some 330-vessel operations were conducted.

Scheid praised the support of industry partners and Army Reservists in achieving the multiple and timely movements.

“We achieve success because of our teamwork,” said Scheid.

To plan for the newest rotations, SDDC took part in a meeting of the

Joint Planning Advisory Group, sponsored by U.S. Transportation Command, Scott Air Force Base, Ill. The group—which includes ocean carrier members—met Aug. 17 at Fort Eustis, Va.

Support of commercial partners is critical to mission success said Lt. Gen. Gary Hughey, Deputy Commander, U.S. Transportation Command.

“We can’t project or sustain forces in the Department of Defense without you, our commercial partners,” the Marine Corps officer told the industry representatives. “This is our opportunity to tell you what we have planned and to get feedback on how we are executing that plan.”

For the year ahead, the meeting offered “future-oriented, macro-level” information, said Peter Finnerty, president, American Ocean Enterprises, Inc., Annapolis, Md.

“We will be expected to provide a certain level of resources and service,” said Finnerty. “The information-sharing enables us in the private sector to formulate the necessary responses to meet Department of Defense requirements.”

The meeting also served as a valuable forum to exchange ideas and resolve issues, he said.

Discussions centered on:


- * Changes in customs and agricultural clearance practices

- * Improvements in in-transit asset visibility, and

- * Increased use of commercial liner services

“We all have to be ready and able to adapt,” said Scheid. “Although SDDC is working to provide accurate information as far in advance as possible, we all have to expect that the type and volume of cargo and the required delivery dates will change as requirements change.”

At one-tenth the cost of airlift, sealift will remain the preferred mode of deploying cargo and sustaining forces, he said.

In support of operations in Southwest Asia, SDDC moves about 86 percent of unit cargo and 95 percent of sustainment cargo by sea. 

New unit signals **greater** SDDC deployment role in Southwest Asia



Soldiers of the 595th Transportation Terminal Group (Provisional), are seen in this file photo on the waterfront at Ash Shuaiba, Kuwait.

A greater Military Surface Deployment and Distribution role in Southwest Asia is beginning to be formalized.

SDDC is forming a new group headquarters in Kuwait: the 595th Transportation Terminal Group (Provisional), effective Oct. 1, at Camp Spearhead, near the port of Ash Shuaiba.

The group will greatly enhance SDDC command and control in the busy U.S. Central Command area of operations. Since the War on Terrorism began, Soldiers and civilians detailed from the 598th Transportation Group, Rotterdam, the Netherlands, have boosted SDDC's presence in the area of operations.

In the last few months, port and container management operations in Iraq, Kuwait, and other Persian Gulf countries has been performed by an ad hoc unit known as SDDC Southwest Asia from the 599th Transportation Group, Wheeler Army Air Field, Hawaii. It is mainly composed of 599th members and attached Reservists.

"We need to establish better continuity with the Warfighter, host nation

authorities, and our commercial carriers operating in the region," said Col. Tom Harvey, 599th commander. "If ever an expansion in container management and in transit visibility was needed it is now and at this place."

"A permanent group headquarters will allow for better planning and execution of both the current focus on port operations and the ongoing shift to nodal in-transit visibility to better support SDDC responsibilities in end-to-end deployment and distribution support throughout the theater."

The 599th is composed of approximately 40 persons supported by several Army, Navy, and Coast Guard transportation units—mostly from the Reserve component. Group members manage theater deployment and distribution operations of all incoming and outgoing cargoes.

Currently, the only permanent SDDC presence in the area is the 831st Transportation Battalion, Bahrain, with detachments in Iraq, Kuwait and Qatar.

In an order signed by Col. Rodney Mallette, SDDC Chief of Staff, Harvey was ordered to organize the provisional group. Once established,


the Army has the option to formalize the organization into a permanent unit—dropping the provisional from the formal name.

Initial unit strength of the 595th will be 40 military and 40 civilians.

The action was initiated in response to a request from the commander of U.S. Central Command, said Col. Robert Askey, SDDC director of training, readiness and mobilization.

"This will improve our capability to deploy and redeploy cargo and move sustainment in the region," said Askey. "We will be better able to carry out our responsibilities as the surface component of the distribution process."

SDDC operations in Southwest Asia will be busy in the immediate future. In Operation Iraqi Freedom III, the 595th is scheduled to handle more than 150 vessel operations involving millions of square feet of cargo, including 70 loadings and 80 discharges between now and April 2005.

The formalization of the 595th now gives SDDC four operating groups. The other three include: 597th Transportation Group, Sunny Point, N.C.; the 598th, and the 599th. 

Half a world away...

Army moves equipment from Korea for Operation Iraqi Freedom duty

By Cdr. Randall Ramian, Public Affairs Officer, 595th Transportation Group
and Maj. Terry Draper, Executive Officer, 837th Transportation Battalion

The Military Surface Deployment and Distribution Command played a unique role in the unprecedented move of a 2nd Infantry Division task force from Korea to Operation Iraqi Freedom.

The command loaded the task force's equipment in Pusan, Korea, and discharged it in Ash Shuaiba, Kuwait.

The move of troops deployed in Korea to another hot spot in the world is unprecedented in the half-century American military presence in Korea. The troops represent approximately 10 percent of United States military forces in Korea. Upon the completion of their tour in Iraq, the Soldiers will return to the United States.

Transporters discharged 1,700 pieces of cargo from the Cape Hudson and Cape Horn for use by the brigade's 3,600 Soldiers. Meanwhile, an additional 80 containers of ammunition for the task force were unloaded from the Cape Inscription.

The vessels were loaded by the 837th Transportation Battalion, Pusan, Korea, and discharged by the 595th Transportation Group (Provisional), Ash Shuaiba, Kuwait.

In uniforms with colorful markings—both for safety and work taskings—Soldiers and Korean Army augmentees to the 837th Transportation Battalion form up to hear the day's work schedule.



During a 10-day period in August, with temperatures hovering over 120 F, 595th Soldiers offloaded the 2nd Infantry Division's equipment.

"Our team knew not only the historic significance of the 2nd Infantry Division deployment into Southwest Asia, but the overall objective of the mission, which was to offload their equipment quickly and support their war fighting efforts in Iraq," said Col. Tom Harvey, 595th commander.

"I was extremely proud of our team during the discharge," said Harvey. "We were able to exceed our commitments to offload their equipment in a timely manner."

Warfighter liaison with SDDC was provided by Maj. Sam Floyd, of the 2nd Infantry Division. Floyd termed SDDC work in the complex movement as exceptional.

"It was a great feeling knowing that all the preparation we did greatly affected the positive outlook and readiness of our soldiers," said Floyd. "We took the same approach to our preparation in Kuwait as we would have in South Korea."

"Although the focus on the Korean mission has changed, the Soldiers are prepared to refocus their attention to a new theatre and do what they are trained for."

The division sent 150 port support activity Soldiers to Kuwait to assist the discharge.

"This gave the other troops the opportunity to concentrate on their field training," he said.

Floyd termed the equipment movement by SDDC as exceptional.

The load out from Korea in late July was equally successful, said Lt. Col. Rich Kramer, 837th commander.

"As a whole, this is one of the



Cape Horn arrives in Ash Shuaiba, Kuwait, after a voyage from a half-world away.

most successful deployments this theater has seen in some time," said Kramer.

"From the United States Forces Korea staff down to the deploying unit, I couldn't be happier with the support and coordination provided to this operation."

Soldiers with the 20th Area Support Group and the 1-38th Field Artillery Battalion supported the transporters.

NCOs said advance planning was essential for the mission's success.

"This was a great opportunity to assist the deploying unit on all facets of deployment operations and it gave the battalion a chance to conduct the harder tasks of deploying a unit rather than receiving a unit,"

Sgt. 1st Class Gerald Sprague, 837th operations NCO, had an unusual view of the operation. He helped load the vessels in Korea and then-reassigned to the 595th in Kuwait—helped discharge the vessels at the other end.

The veteran NCO is one of a number of SDDC Soldiers detailed to work at the port of Ash Shuaiba, Kuwait. 🌐



42nd Infantry Division National

By LaWanda York, Public Affairs Specialist
SDDC Headquarters

Making history is part of the 42nd Infantry Rainbow Division's legacy. Not since World War II has the entire division been called to active duty—now it is being called upon to serve in Iraq.

The division will replace an active-duty division and that is another first for Army history and the 42nd Infantry.

The division will include Soldiers from the 3rd Infantry, 116th Cavalry, Idaho Army National Guard; and the 278th Armored Cavalry Regiment, Tennessee Army National Guard.

Division headquarters are located at Fort Drum, N.Y., but the soldiers are stationed across the United States. These soldiers have not trained together as a team until June of this year.

"We are ready and willing to go," said Maj. Anton Alston, a spokesman for the 42nd Infantry. "Our soldiers are well trained and anxious to head to Iraq."

The Military Surface Deployment and Distribution Command is an intricate part of this historical event. It is responsible for the first railhead and shipping of the division's equipment in over 60 years.

SDDC sent the 1179th Deployment Support Brigade, Fort Hamilton, N.Y., to assist with the shipment at Fort Drum, N.Y., and the 1398th Deployment Support Brigade, Baltimore, Md., to assist the Soldiers at Fort Dix, N.J. The Soldiers were assisted with staging and out loading of the unit's equipment in support of SDDC's worldwide mission of shipping equipment to Warfighters.

"We are here to validate the equipment and to assist with keeping the move within the timeline assigned," said Sgt. 1st Class Thomas Parrish, traffic management coordinator, 1398th Deployment Support Brigade. "Main goal is to make sure that when the equipment leaves the power projection platform and arrives at the port it does not get frustrated (held up) and makes its

Spec. Jeffery Proctor, a Soldier with the 42nd Infantry Division, drives the first wheeled vehicle for the division onto a railcar headed for Southeast Asia. This is the first time since World War II that the division has rail headed its equipment.



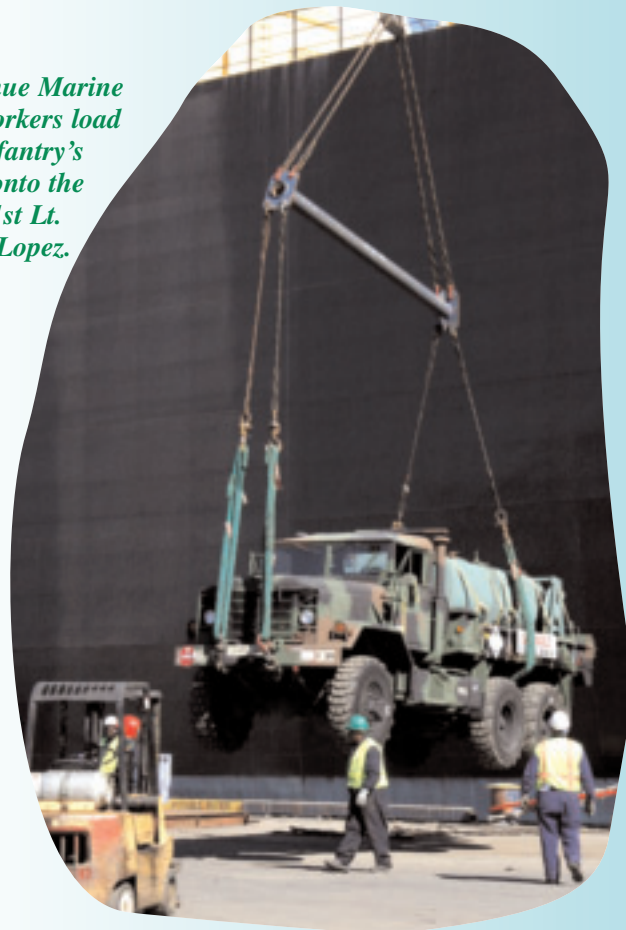
al Guard makes history – again

Soldiers from the “Rainbow” Division prepare the tail blades on a UH-60 Black Hawk for shrink-wrapping.

(Photos by LaWanda York)



Packer Avenue Marine Terminal workers load the 42nd Infantry’s equipment onto the cargo ship 1st Lt. Baldomero Lopez.



port call.”

Parrish said that everything the 1398th inspected made it on the ships without any problems.

The 1179th Deployment Support team assisted the 42nd Infantry with the rail load planning and validating its equipment.

Port manager for this historical move was the SDDC’s 956th Transportation Co., Fort Monmouth, N.J. It had the task of coordinating the unloading, staging and loading of the equipment coming from Fort Drum, Fort Dix, and Fort Bragg, N.C.

“Excellent job of coming together in just under a three-week period of time,” said Maj. Chris Hardin, 956th commander. “Considering that approximately 2,600 pieces of equipment were offloaded, staged and loaded with 60-plus aircraft flown in, shrink wrapped and loaded in this short period of time.”

This was the biggest shipment out of the Philadelphia, Pa., port since it became a Strategic Seaport two years ago, said Hardin.

SDDC began to load the 1st Lt. Baldomero Lopez, a cargo ship assigned to the Maritime Prepositioning Ship Squadron, upon arrival at the Philadelphia port. The Lopez set sail as the first of the three ships leaving Philadelphia on Oct. 6.

To finish the Philadelphia portion of this historical trip, the SDDC team loaded the MV Sgt. William R. Button, which sailed out of port on Oct. 10 and the USNS Charlton, which sailed on Oct. 13. Hardin said all vessels sailed out on schedule.

Along with the wheeled and tracked vehicles, the 42nd Infantry flew in its UH-60 Black Hawks to the port on Oct. 5-6. Maj. Dave Willis, S-1, 42nd Infantry Division, flew in with the aviation team from Fort Dix to oversee the helicopter mission.

“We have the institutional knowledge from all the different troops in the division and it as been a great learning experience,” said Willis. “Everyone fell in and started working together and became subject matter experts quickly.”

Other team members involved with making this a huge

success were the 1192nd Transportation Battalion, New Orleans; 1185th Transportation Battalion, Lancaster, Pa.; Department of Logistic from Fort Dix and Fort Drum; Military Sealift Command; U.S. Coast Guard; Philadelphia Fire Department; and the staff of Packer Avenue Marine Terminal.

History is written in many ways. The history of the 42nd includes being handpicked by Col. Douglas MacArthur in 1917. MacArthur named the 42nd the “Rainbow Division” because it represented 26 states when created.

“The 42nd Division stretches like a rainbow from one end of America to the other,” said MacArthur.

More recent history of the 42nd was its presence at the World Trade Center on Sept. 11, 2001. Rainbow battalions from New York City armories—the 1st Battalion, 69th Infantry; 1st Battalion, 101st Cavalry; the 642nd Division Aviation Support Battalion; and the 1st Battalion, 258th Field Artillery Regiment—provided immediate emergency response.

The 42nd was in Manhattan, N.Y., for more than a year after the terrorist attacks. 🌈

Road trip:

SDDC Southwest Asia works up front at Iraqi port of Umm Qasr

By Cdr. Randall Ramian, Public Affairs Officer
595th Transportation Group

In the future, the Iraqi port of Umm Qasr on the Khor Abdullah Waterway bordering the Persian Gulf, is an ultimate transportation solution.

The deepwater port has container cranes and a direct rail link to Baghdad.

Although sometimes interrupted by hostile insurgent action along its rail line, the port is an important link for SDDC sustainment cargoes to Coalition forces in Operation Iraqi Freedom.

These days, however, danger may lurk.

This was evident on a recent trip to the port city escorted by Capt. Donald Hannah, Detachment Officer-in-Charge, 831st Transportation Battalion, Bahrain.

I was privileged to be among five SDDC members of SDDC Southwest Asia who recently visited the port.

The vast, barren landscape of the nearby area is an unforgettable reminder of war.

The group travels approximately two miles from the Kuwaiti border through this unforsaken terrain in a pair of sport utility vehicles.

Entering Umm Qasr, the first things you notice are the remnants of a hard-fought battle that took place here 18 months ago.

You also can not help but notice the poverty level of this small, war-torn port town as you drive through it to the heavily guarded Port of Umm Qasr.

Little children run into the dirt road and try to greet vehicles as they drive through the torn-up streets.

Adults and children alike search through garbage to find items of use as they struggle to survive in post-Saddam Hussein Iraq.

During the March 2003 invasion of Iraq, the city of Umm Qasr was one of the first Iraq cities conquered by the Coalition Forces.

The British Royal Marines initiated the assault on the city and port. Iraqi forces put up a strong resistance, which required several days of hard fighting, before it was cleared.

After the port was demined and reopened, it played an important role in the shipment of humanitarian supplies to Iraqi civilians. The port is now an important hub for surface, rail and truck

shipments into Iraq.

At the port, I met Staff Sgt. Kathleen Rickard, a fellow member of SDDC Southwest Asia. Rickard, a Reservist, volunteered for a 10-week tour at the port recently from her Ash Shuaiba, Kuwait, duty station.

"There's no development in Umm Qasr," said Rickard, a sergeant with the New York City Police Department. "The port is poverty stricken. It is a real eye opener for me to see how the Iraqi population lives.

"No movies, no stores or malls—no commercial infrastructure at all."

At Umm Qasr, Rickard supervises 10 Iraqi citizens who manage yard operations and maintain the export yard database.

Another new experience for her was working side-by-side with her male Iraqi coworkers.

"The Arab men got a chance to see what it was like to work with and for a woman," she said.

While awkward at first, Rickard said she and her workers have a mutual respect for each other.

The port's main mission is to move sustainment and humanitarian containers in-and-out of Iraq, says Rickard.

In summarizing her Umm Qasr experience, Rickard said the port infrastructure is progressing well and the Coalition is making a big difference here.

"Within the next decade there will be tremendous technological advancement," said Rickard, "a big improvement from what it is like today."

Rickard is assigned to the 1174th Transportation Terminal Battalion, Fort Totten, N.Y.

Among Iraqi workers at the port is



Container cranes assist intermodal cargo movement at Iraqi port of Umm Qasr.

(Photos by Cdr. Randall Ramian)

Ayad Mohammed Akbar, 36-year-old father of four and Umm Qasr resident.

Formerly a professor at the nearby Basrah Medical Institute, Akbar has worked as a foreman at the port for Inchcape Service since March 2003. He manages three shifts of laborers.

Akbar also has three brothers who work at the port. One of the brothers, Samir, is manager of the Iraq Railway Line.

A university educated medical technician, Akbar was a professor at the Basrah Medical Institute from 1985-1993.

Saddam Hussein's regime had him removed from his institute position in 1993 because of his non-Bathist political affiliation. He was conscripted in the Iraqi Army for seven years.

"The Iraqi population under Saddam's rule was kept down and not allowed to develop," said Akbar. "Saddam did not allow the general population to have Internet access, cell phones or other modern technological equipment.

"He discriminated against his own people."

Eventually, Akbar would like to return to teaching at the university. In the meantime, he is very grateful to the Coalition forces for removing Saddam and providing the job opportunity.

"Now no one can take me from my home," said Akbar.

Getting the port in top shape is a key priority for Col. Tom Harvey, commander, SDDC Southwest Asia.

"To get the port operable—in order to receive, stage and move forward critical military and humanitarian supplies to the U.S. and Coalition troops and Iraqi citizens—has been a major concentrated effort of the 831st Transportation Battalion and SDDC Southwest Asia. To date the port has processed over 2500 full containers and over 1000 empty containers," said Harvey. 🌐

(Cdr. Randall Ramian is a U.S. Naval Reservist from Belmont, Calif., assigned to SDDC Southwest Asia. In civilian life, Ramian works as a business consultant.)



Ready Reserve Force vessel Cape Ray is maintained in a five-day readiness status.

Ready Reserve Force ships remain poised for call-up

By Patti Bielling, Public Affairs Specialist
SDDC Operations Center

As Operation Iraqi Freedom III begins, the need for a ready and responsive fleet of ships with experienced crews is greater than ever.

During this latest rotation, the ships of the Ready Reserve Force will be among the ships moving millions of square feet of unit cargo, said Col. John Tartala, director of Deployment Operations for SDDC's Operations Center, Fort Eustis, Va.

"Most commercial container ships do not have the capability to handle heavy, bulky, oversize equipment like tanks and armored vehicles," said Tartala. "Roll-on/Roll-off ships, including those of the Ready Reserve Force, are essential to projecting American military power."

The Ready Reserve Force vessels are maintained by the U.S. Maritime Administration to support global, surge military movements. The vessels are moored at various locations

around the world. A small crew on board performs repairs and maintenance to ensure vessel readiness. When activated, the vessels come under the control of Military Sealift Command.

Nearly 10 million square feet of Operation Iraqi Freedom cargo was deployed or redeployed on Ready Reserve Force vessels as of September 2004, according to Janet Noel, the Military Sealift Command's liaison officer at the SDDC Operations Center. In that same period, SDDC synchronized the total movement of more than 46 million square feet of unit cargo.

The vessels Cape Race and Cape Ray rejoined the Cape Rise in August at their homeport in Portsmouth, Va., following scheduled maintenance in a South Carolina shipyard.

See "READY" pg. 39



Line handlers from Lockwood Brothers, Inc., assist during the lift of a Kalmar Rough Terrain Cargo Handler.



Sgt. 1st Class Louis Cass looks over the lashings with Randy Jones of Lockwood Brothers, Inc.

Cargo handlers barge out en route to Southwest Asia

Story and photos by Patti Bielling, Public Affairs Specialist
SDDC Operations Center

Most deploying units move overweight, overdimensional equipment by motor or rail to get to a port of embarkation.

However, a unit at Fort Eustis, Va., recently moved these superloads using a more feasible mode—barge.

Three barges carrying 32 pieces of Kuwait-bound cargo left Fort Eustis Sept. 5 for the port of Charleston, S.C.

The 567th Cargo Transfer Co., bound for a year's duty in Kuwait, helped load their own equipment. Additional support came from the Surface Deployment and Distribution Command, the Fort Eustis Transportation Office, and barge contractor Lockwood Brothers, Inc. of Hampton, Va.

Kalmar Rough Terrain Cargo Handlers made up about half of the 567th's barged equipment, along with a dozen other pieces—40-ton cranes, trucks, trailers and bull dozers, said Sgt. 1st Class Louis Cass, the unit's truck master.

Another 70 pieces of non-superload equipment were moved to Charleston by commercial motor carrier, he said.

Moving heavy and oversize equipment by water is more efficient than moving it by land, said Joan Haynie, Fort Eustis transportation officer.

"Superloads require special equipment and permits to move by truck, and specialized rail cars can be difficult to get," she said. "We're fortunate that we

have Third Port here on Fort Eustis, which makes movement by barge feasible."

The 567th and its sister units often deploy equipment to stateside ports using watercraft from their parent unit, the 7th Transportation Group, said Haynie.

In September, however, those assets were being used for other missions.

Nevertheless, Soldiers from the 567th still took part in the deployment.

Cass oversaw the operation at Third Port while others moved and staged the equipment.

Lockwood's crane operators and riggers then took over, lifting the equipment onto the barges and tying it down. 🌀

Matson makes **large** liner service move of unit equipment



Via a liner service move, unit equipment waits to be loaded aboard the Great Land at Pearl Harbor, Hawaii.

A three-ship liner service move of unit equipment of the 29th Brigade Combat Team is one of the largest shipments from Hawaii in recent years.

The 900-piece move from Oahu to ports on the West Coast of the United States was conducted by Matson Navigation Co., Oakland, Calif. on vessels chartered from Totem Ocean Trailer Express, Federal Way, Wash.

"There are a lot of challenges inherent in moving unit cargo via liner service," said Doug Anderson, deputy director of deployment operations for the Military Surface Deployment and Distribution Command. "However, Matson showed great flexibility in scheduling and marshalling their resources to provide liner service to final destination."



Assisted by a tug, the Matson Navigation Co. chartered vessel Great Land moves into Pearl Harbor, Hawaii, for the upload of the equipment of a 29th Brigade Combat Team.

Liner service leverages existing capabilities and established routes. SDDC negotiates with ocean carriers to conduct scheduled movements based on ability to meet cargo and delivery requirements, reliability and cost.

"This has to be a record (for us)," said Mike Garvin, Matson's manager of public relations.

"Typically, unit cargo moves by liner service are smaller."

"Our people were really up for this operation—and excelled."

The move was the largest deployment of Hawaii Army National Guardsmen since the activation of Soldiers for the Vietnam War. The unit went to Fort Bliss, Texas, for two weeks of specialized infantry and counterinsurgency training.

Most of the cargo went aboard the Motor Vessel Great Land, which

was loaded Sept. 10-13 in Pearl Harbor by the U.S. Navy's Fleet Industrial Supply Center. The 599th Transportation Group, Wheeler Army Airfield, managed the operation.

Totem discharged the vessel in Washington state on Sept. 18 in Tacoma, with the 833rd Transportation Battalion, Seattle, on the ground to assist.

The cargo was then moved by Union Pacific rail cars and arrived at Fort Bliss Oct. 2.

The two smaller Texas-bound shipments were loaded in Honolulu,




Highlighted by a rainbow, some of the 900 pieces of unit cargo await loading aboard three Matson ships.

(Photos by Matson Navigation Co.)

Hawaii, and offloaded in Los Angeles and Oakland, Calif., by Matson, with the help of the 834th Transportation Battalion, Concord, Calif.

Commercial-military teamwork was key to a successful load-out, said Dennis Muraoka, Terminal Management Division chief for the 599th.

Transporters from the 599th conducted round-the-clock staging operations Sept. 10-13 at Pearl Harbor.

"With our support, the deploying unit smoothly transferred through the joint inspection process and into sealift," said Muraoka. 

839th achieves benchmark operations in simultaneous moves

By Capt. Edward Morris, Operations Officer
839th Transportation Battalion

Military Surface Deployment and Distribution Command transporters from Livorno, Italy just completed a mission benchmark: Working three port operations simultaneously.

One mission can be tough, but it takes organization and coordination to do three at once!

The three major missions were the Army Preposition Stock II (APS II) reconfiguration at the Port of Livorno, Talamone Bay and Tombolo Dock, the 173rd Airborne Brigade redeployment from Iraq, and the Stabilization Forces (SFOR) redeployment of the 34th Infantry Division's aviation assets at the Port of Rijeka, Croatia.

"Solid planning and management of limited personnel were the keys to our success," said Lt. Col. Christian Heibel, commander of the 839th Transportation Battalion. "Our operations staff and outlying detachment commanders (in Greece and the Azores) really tightened their shot group for these missions and they were executed very well," he added.

The planning was a challenge. There were more than 15 organizations and staffs to coordinate with, including various levels of the American Military, Department of State, and the Italian and Croatian governments. Extensive amounts of detailed information had to be meticulously coordinated to ensure that each unit's operational timelines and organizational requirements were met.

Our resources were limited. We had to cover four countries, six ports, and nine missions with eight military personnel, one Department the Army Civilian and 18 Local Nationals from Italy, Greece and the Azores.



An ancient tower stands guard in the staging area at the port in Livorno, Italy.

The missions began in mid-March when the USNS Soderman arrived in Talamone Bay to begin its APS II reconfiguration. The first phase, was to discharge the USNS Soderman's munitions in-stream onto the awaiting coaster vessel.

Ammunition operations in Italy are different from most places in the world. They are conducted utilizing a Logistics Over the Shore (LOTS) operation in which containers are offloaded from the 'mother-vessel' in-stream onto Italian Flagged coaster vessels. These coasters then travel the 109 Nautical Miles (NM) up the coast of Italy to Tombolo Docks

located at the Camp Darby Ammunition Support Area (ASA). The containers are then offloaded at a small military pier directly into the ASA, alleviating any road clearance and security issues that arise when moving munitions over the road.

Halfway through the USNS SODERMAN ammunition discharge, the MV Anglia arrived to simultaneously discharge ammunition containers. The discharge of both these vessels in Talamone and Tombolo went as planned. The USNS Soderman then sailed to Livorno to begin loading pre-staged APS II equipment.



The USNS Soderman awaits the completion of cargo operations at Livorno, Italy, the home of SDDC's 839th Transportation Battalion.

Transporters with the 839th Transportation Battalion discharge ammunition at the Tombolo docks.

Moving ammunition ...

“Humming electric winches dragged ammunition out of cargo holds far below the Belinda’s waterline and lifted it to her weather deck. There it hung, sling-loads of all caliber, badly needed in the fight.”

“Away All Boats”
By Kenneth Dodson



During this same week, the 839th deployed personnel to one of our most familiar Adriatic ports, Rijeka, Croatia to begin setting up for the redeployment of the 34th Infantry Division’s aviation assets from SFOR.

Back in Livorno, the 839th began the APS II upload of the USNS Soderman working at a public terminal with only 10,000-square feet of irregular staging area, about two-thirds of our normal work area. “Italian Authorities, 497th Movement Control Team and Combat Equipment Battalion- Livorno (CEB-Li) drivers reacted above and beyond what was expected to ensure that all of the cargo was staged at the port and ready for loading,” said Maj. Barbara Gomoll, 839th executive officer and Marshaling Area officer in charge. “Great job of staying flexible and not losing sight of the mission.”

The USNS Soderman load went smoothly and the vessel departed on schedule.

The next mission was to support the redeployment of the 173rd Airborne

Brigade from Iraq. The 598th Transportation Group-Forward loaded all of the 173rd’s equipment aboard the USNS Bellatrix in Ash-Shuaiba, Kuwait.


Two days before the USNS Bellatrix arrived, the next challenge surfaced. Italian Port Authorities were concerned about the possibility that the equipment on the USNS Bellatrix had been exposed to depleted uranium. The Italian Authorities wanted to inspect the ship for potential contamination prior to the start of the discharge. We agreed to the inspection after negotiating through the U.S. Embassy and Military Sealift Command. The equipment was determined to be free of contaminants, but we lost six hours of discharge time.

Our next challenge was the condition of the redeploying equipment. Many of the vehicles were deadlined and maintenance teams had to go to work immediately. Ultimately, 10 percent of the rolling stock could not be made road worthy on-site, so it had to be hauled by commercial truck to Leghorn Depot, which was three miles

from the port. “The expertise and efficiency of the CEB-Li maintenance personnel was crucial to the success of the mission,” said Heibel.

Once 173rd redeployment was finished, the 839th main body deployed to Rijeka, Croatia and loaded the MV Hoburgen with the aviation assets of the 34th ID. The vessel arrived on time and helicopters were loaded without incident. This operation ran very smoothly.

But, it wasn’t over yet; the main body then redeployed from Rijeka, Croatia to Livorno and Talamone, Italy to re-load the ammunition containers on the USNS Soderman completing the APS II reconfiguration mission. Again, this mission was finished safely and without incident.

After almost six months of planning and hard work, the 839th finished these three major port operations. The USNS Soderman was out to sea, the 173rd Airborne Brigade was safely at home station, and aviation assets from the 34th Infantry Division were on its way back to Texas. 



CEB-Li mechanics and 839th Marine cargo specialists inspect a deadlined vehicle aboard the USNS Dahl.

Teamwork eases challenge of moving battle-damaged equipment

By Capt. Elise Holtan, Operations Officer
839th Transportation Battalion

Long before the ramp of the USNS Dahl came down in Livorno, Italy, the teamwork of Military surface Deployment and Distribution Command's 839th Transportation Battalion and Combat Equipment Battalion Livorno was at work.

The operation was thoroughly rehearsed before the Dahl's superstructure appeared on the horizon. It was a particularly challenging operation: Many of the vehicles coming from Operation Iraqi Freedom had severe combat damage or maintenance deficiencies.

"The working relationship between the 839th Transportation Battalion and Combat Equipment Battalion Livorno is among the best

in Europe," said Lt. Col. Christian Heibel, 839th commander. "This coordination started long before the vessel arrived."

Coordination meetings and a rehearsal were held at the port by the two units. Combat Equipment Battalion Livorno was represented by its commander, Lt. Col. Mitch Wilson, and key section chiefs.

Before the ship's rear ramp even came down, marine cargo



Flatbed truck used in shuttle moves vehicle from port to Combat Equipment Battalion Livorno—three kilometers away.



A truck moves off the rear ramp of the USNS Dahl in late afternoon sunlight in Livorno, Italy.

specialists and maintenance personnel from Livorno were inspecting and marking cargo aboard ship.

The payoff took place Sept. 12-16 as 232 pieces of rolling stock and 14 containers were discharged from the ship. Equipment operability concerns were justified. Over 40 percent of the vehicles had to be towed off of the ship.

The close proximity of the port and Combat Equipment Battalion Livorno allowed for a speedy discharge of the most damaged equipment. The two facilities are only three-kilometers apart. A shuttle system of nine flatbed trucks was used to move the equipment that had sustained the most damage.

The Dahl discharge is an excellent example of a symbiotic partnership among organizations, said Heibel.

"Our relationship takes advantage of the favorable location of the port of Livorno with the combat equipment battalion. A better arrangement could not be had for on-time and efficient unloading and distribution of cargo."

DOD seeks commercial firm to coordinate domestic freight moves

The Department of Defense is proposing an initiative to coordinate and centralize the movement of its domestic military freight.

Industry representatives were briefed Aug. 4 on the Defense Transportation Coordinating Initiative in a meeting in Crystal City, Va. The military ships from 4,000 locations across the country to as many as 11,000 recipients.

The proposal adopts many practices used by commercial shippers when contracting for their transportation and distribution services. The proposal details a plan to develop efficiencies in the overall coordination and consolidation of military domestic freight shipments.

A contract for the first phase of the project could be awarded as early as late summer 2005.

"We are synchronizing everything that moves," said Lt. Gen. Gary Hughey, Deputy Commander, U.S. Transportation Command, Scott Air Force Base, Ill.

Hughey praised commercial firms who make over 95 percent of the military's estimated 600,000 domestic freight shipments annually.

"We simply couldn't do business without you."

The proposal fits neatly with the combatant command's new mission of being the Distribution Process Owner for the Department of Defense.

Goal of the initiative is performance-based contracts, reduction of non-essential functions, and adoption of commercial "best practices," said Bill Lucas, deputy to the commander, Military Surface Deployment and Distribution Command, Alexandria, Va.

"We want to provide end-to-end distribution solutions for our customers," said Lucas.

"The Army command will provide contracting and legal staffing to the ini-

tiative's project office."

Phase one of the project will involve shipments from the Defense Logistic Agency's 19 continental United States depots.

Annually, said Vice Adm. Keith Lippert, director, the depots of the Fort Belvoir, Va., based command make approximately 390,000 shipments with an estimated transportation cost of over \$178 million.

Many industry representatives responded to the proposal with concern.

"There are still too many unknowns," said Leland Karras, executive director-government accounts, ABF Freight Systems, Inc., Salt Lake City, Utah. "We want to know what are the responsibilities of the commercial coordinator in picking carriers?"

"I think it is too big for anyone to get a handle on."

Consolidating shipments, said Karras, would provide efficiency but also delay movement of freight to customers.

Landstar Systems' Clark Hall, of Springfield, Va., also asked for more information.

"It is an interesting concept," said Hall. "There is fertile ground here."

"We have to know more about the initiative to respond better."

The National Defense Transportation Association will be one of a number of organizations with a membership of commercial transportation firms that will be asked to provide industry input.

"From the government perspective, it has merit," said Ken Wykle, president of the Alexandria, Va., association. "For the industry, there are a lot of questions to be answered such as the role small businesses will play."

Wykle said the association would use members of the association's Surface Transportation Committee to provide comments to the proposal.

Port of Philadelphia marks one year as Strategic Seaport

By Mitch Chandran, Public Affairs Specialist
SDDC Headquarters



(Left and below) Helicopters from various Army units in the Northeast land at the Philadelphia Strategic Seaport in preparation for loading with Southwest Asia as their destination.



(Above: left to right) Lt. Col. Paul Ernst solidify their plans for the helicopters and vehicles.

Philadelphia's Packer Avenue Marine Terminal shows continued support for military cargo movement since the port was designated a Strategic Seaport by the Military Surface Deployment and Distribution Command a year ago.

Members of the 841st Transportation Battalion used the port to its fullest during an October movement of more than 60 helicopters and hundreds of vehicles bound for Southwest Asia in support of Operation Iraqi Freedom III.

Since October 2003, nearly 12,000 pieces of equipment went through the port on 13 vessels for deployments and redeployments supporting the War on Terrorism. More than 2,500 pieces of equipment alone were staged and

loaded onto three vessels in this latest mission. The variety of helicopters and vehicles for this deployment came from Fort Dix, N.J.; Fort Drum, N.Y.; and Fort Bragg, N.C.

Port authorities worked hard to meet military requirements while continuing to conduct brisk commercial shipping operations. "The Philadelphia port has accommodated us rather well in terms of the amount of space we needed," said Lt. Col. Paul Ernst, commander of the 841st Transportation Battalion. "Space has not been an issue," he said. "Since October 2003, we've been able to stand this port up and move cargo without any showstoppers because of the support we receive from port officials."

The working relationship at the

port is "phenomenal," said Maj. Chris Hardin, commander of the 956th Transportation Company. "When schedules change, port representatives work closely with us to make both commercial and military movements work out," said Hardin. "They offer solutions instead of laying logistical problems on our laps for us to solve."

Hundreds of vehicles arrived throughout this mission requiring additional area for staging while commercial cargo activity flourished and competed for space.

"The port knew we were constrained on space and knew we had three vessels coming in close together," said Hardin. "They worked to get us an additional 50 acres of staging area." Hardin said that's a great benefit

Anchorage named DOD's newest Strategic Seaport

By Patti Bielling, Public Affairs Specialist
SDDC Operations Center



*l Ernst, Maj. Ernesto Mora, and Chris
e afternoon's port activities involving military*

The port of Anchorage, Alaska, has been selected as the Military Surface Deployment and Distribution Command's newest Strategic Seaport.

The port becomes one of 16 in the United States that are designated by the Department of Defense for use in moving surge military cargoes in time of crisis. Anchorage is the only port outside the continental United States.


Selection of the port was made following a joint assessment by the U.S. Maritime Administration, U.S. Army Alaska, and SDDC.

"The team evaluated a number of capabilities, including highway, water and rail access, cargo staging area and berthing capacity," said Carol Caldwell, of SDDC's Transportation Engineering Agency, Newport News, Va., who conducted the engineering analysis.

Units like the 172nd Stryker Brigade Combat Team, at Fort


Wainwright, and an Airborne Brigade Combat Team, at Fort Richardson, require the ability to deploy by sea, as do units that may train in Alaska, said Brig. Gen. Mark Scheid, SDDC's Deputy Commanding General/Director of Operations.

The port is embarking on a two-phase, major expansion plan, including a road and rail expansion that will improve cargo flow and loading facilities. In addition, the marine terminal will be redeveloped to increase vessel, dock and staging capacity.

The 15 other commercial ports that are designated as Strategic Seaports are located at: Oakland, Long Beach, Port Hueneme, and San Diego, Calif.; Corpus Christi and Beaumont, Texas; Wilmington and Morehead City, N.C.; Tacoma, Wash.; Jacksonville, Fla.; Savannah, Ga.; Charleston, S.C.; Philadelphia, Pa.; Hampton Roads area ports in Virginia; and the New York/New Jersey Port Complex. 

because the military always needs more staging space. It's also a cost savings because the port did not charge any additional fees.

"Here we are a year later uploading more than 60 helicopters," said Hardin. "Port officials are learning how the military works plus they're doing well with providing much needed staging space."

The Military Surface Deployment and Distribution Command manages military movements for Department of Defense at numerous ports around the world, including 15 U.S. commercial ports that are designated as Strategic Sea Ports. The Port of Anchorage was the latest commercial port to join the ranks of Strategic Seaports earlier this year. 



(File photo)



JLOTS training is essential to mission

By LaWanda York, Public Affairs Specialist
SDDC Headquarters

The War on Terrorism, multiple deployments, bad weather or budget constraints are a few factors that can halt the annual Joint Logistics Over the Sea (JLOTS) training.

This years training at Ft. Story, Va., was the first conducted since 2000.

JLOTS activities include the loading and unloading of strategic ships when fixed port facilities are unavailable or denied due to enemy activities. Training requires having a primary vessel anchored mid-stream in open ocean water, downloading equipment from another vessel to a floating platform called a Roll-On/Roll-Off Discharge Facility, then uploading it again on a secondary vessel such as a Landing Craft Utility or Landing Craft Mechanized boat for movement to a floating pier that extends from the beach into open water.

Once cargo has been transported

from the floating pier to the beach it is moved across the beach en route to the marshalling yard. However, unlike fixed pier operations, the cargo cannot simply move across the beach with ease. A special road network made of dura-mat—a matting system designed specifically for heavy vehicles—is laid out on the beach.

At fixed ports, one cargo transfer company has the ability to download a primary vessel; however, JLOTS requires one company to conduct download operations on the primary vessel and beach. One or two boat companies provide secondary vessels, and a causeway company provides the floating pier and RO/RODF. Additional detachments; weather, harbormaster, dive and cargo documentation detachments, are also required.

The Navy also plays a role in JLOTS, consisting of additional communication and command relationships between the



The Army demonstrates how equipment, such as a Landing Craft Mechanized, is moved onto a man-made port when port access is not available.

U.S. Army TSV-1X aligns with a cargo ship in the middle of the ocean as cargo is off loaded from the cargo ship to the TSV-1X during the JLOTS demonstration.

“Without the JLOTS capability we would have to download the cargo at an area where there is a port and then transport it over land to where it was needed.”

**Lt. Shannon Sabin,
11th Transportation Battalion**



As this Stryker, is rolled off the TSV-1X available.



Staff Sgt. Thomas Heald, Bozeman, gives the go ahead to start downloading equipment off the Landing Craft Utility 2000 during the JLOTS demonstration.

Navy and Army units.

“JLOTS requires a significantly more complicated command and control structure than fixed port operations,” said Lt. Shannon Sabin, battalion plans, 11th Transportation Battalion, Ft. Story, Va. “The variety and amount of units and personnel involved multiplies the operational complexity.”

Additionally, JLOTS is inherently more risky. The weather is unpredictable and plays a determining role in the success of the operation.

“As weather worsens, it is more difficult to work aboard the primary vessel, more difficult to link the secondary vessels with the Roll-On/Roll-Off Discharge Facility, more difficult to drive rolling cargo across the floating causeway,” said Sabin. “When the sea state becomes high enough it prohibits any JLOTS operations.”

This training improves the efficiency of transporting equipment to areas without port access. With the many deployments the military is involved in, this training is an essential tool to ensure troops and equipment are where needed.

“Without the JLOTS capability we would have to download the cargo at an area where there is a port and then transport it over land to where it was needed,” said Sabin. “This would take extra time and create a plethora of addi-


tional logistical requirements.”

Along with major exercises regular training on the elements of JLOTS specific to the assets of the battalion are conducted. This training is conducted throughout each year.

Not everything that is shipped is easy to off load on a non-existing port. Container handling must be loaded on a Rough Terrain Container Handler across the pier and then onto the secondary vessel carrying the container. Once the RTCH hooks up to the container, it must back up until it reaches the platform with enough room to turn around and then drive the rest of the way across the pier to the beach.

“From our battalion’s perspective, container handling is the most difficult task we have,” said Sabin.

Once the training is completed, assessments of the training assist with future training and the overall mission of transporting equipment to non-existing or hostile ports.

“There were many suggestions that resulted from the exercise. Some important improvements will occur in the method in which we prepare the beach for operations, the method in which we communicate across the battalion and with our higher and parallel units, and the way we task organize our subordinate units in order to most efficiently accomplish all the mission requirements,” said Sabin. 

Exercise brings first LASH operation to Concord

By Lt. Robert Halvorsen, SC, USN
834th Transportation Battalion

For the first time in its history, Lighter Aboard Ship, or LASH, barges, have been loaded at the Military Ocean Terminal Concord.

Members of the 834th Transportation Battalion loaded six of the barges with more than 2,700 pallets of breakbulk ammunition over 18 days in April at the Concord, Calif., facility.

LASH barges have a high utility as they can be moved easily ashore in areas that lack marine facilities or transported up rivers.

Transporters with the 834th faced many challenges.

Problems arose while loading the first of the LASH barges onto the SS Cape Farewell when the vessel's crane broke. It took mechanics five days to repair the crane and the barges were loaded and the vessel set sail for destinations in the Pacific.

The transportation work was all part of a Containerized Ammunition Distribution System exercise, also known as Turbo Cads 2004. It is a biannual exercise involving all military services in which ammunition is restocked in South Korea and all obsolete ammunition is returned to the United States.

The exercise ended in the first two weeks of August when the 834th offloaded 1,148 20-foot containers from the Cape Farewell for distribution to 10 different ammunition depots across the country—via rail and truck. During the height of operations, over 160 people from nine different organizations were at work.

Discharge took 11 days due to the athwart-ship stowage of the containers on the vessel. The installation's gantry cranes were not able to pivot the containers for ease of discharge. Therefore,

Containers move from the Cape Farewell at Marine Ocean Terminal Concord.

(Photo by Dennis Celis)

each container required 'double handling' in order to properly place them on trucks.

"We experimented with fabricating a mechanical pivoting spreader bar which attaches to the crane," said Lt. Col. David McClean. "However, the project could not be completed in time for discharge."

A key role was played by Soldiers from the 1205th Reserve Transportation Rail Operating Co., of Brockton, Mass. The Reservists moved over 300 rail cars. They ensured rail cars were ready for safe movement on the Union Pacific and Burlington Northern Santa Fe main rail lines.


Risk assessment and safety played a key role during the operations. The 834th developed a plan to evacuate all personnel from within a safety net that included all the facility's occupied buildings. As a result, the 834th was able to discharge containers, upload



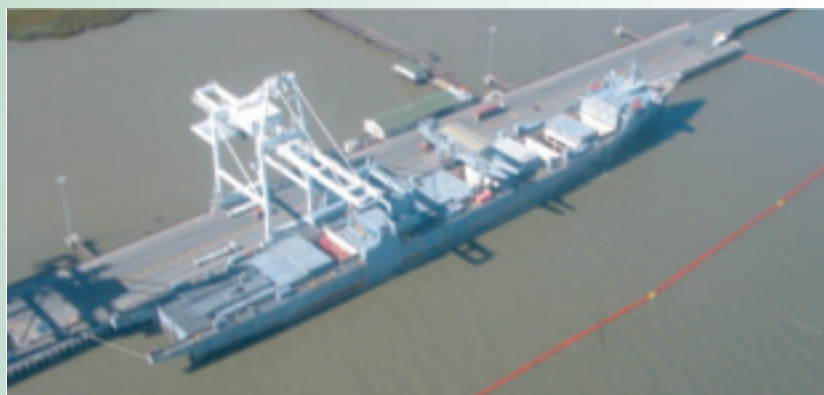
onto rail cars and trucks, and distribute to final destinations simultaneously.

"The key to the success of this operation is interoperability," said McClean. "Without planning and coordination of this diverse task organization, the 834th could not have accomplished the mission."

Supporting units included the U.S. Coast Guard; Military Sealift Command; U.S. Maritime Administration (MARAD); Department of Defense police and fire departments; and American Presidents Line (APL).

Labor was provided by the local International Longshore and Warehouseman Union (ILWU). The ILWU provided the labor necessary for loading and moving all ammunition, both containerized and breakbulk. During vessel discharge operations, the work crew numbered over 50 persons. They were supervised by stevedoring contractor APL. 

Aerial photo shows TURBO CADS discharge by the 834th Transportation Battalion.



Automated tracking initiative offers visibility of unit moves

By Patti Bielling, Public Affairs Specialist
SDDC Operations Center

Commanders now have near real-time visibility of redeploying unit cargo thanks to a new Web-accessible database compiled by employees of the Military Surface Deployment and Distribution Command's Operations Center.

Five employees leveraged several SDDC systems to provide a low-cost, quick fix automated tracking solution, said Larry Lawrence, a marine cargo specialist who helped develop this capability.

The utility became operational August 10, 2004.

Now with just a vehicle bumper number, commanders will be able to see what ship or truck or rail car that vehicle is on and when it's scheduled to get to the port or fort.

The utility of this initiative is that it's a one-stop database for information, said Steve Lord, manager, Global Distribution Customer Service Division.

"This is not meant to be a long-term solution," said Lord. "But it is a low-cost, in-house capability we can use now that can easily be plugged into future systems."

Unit cargo data continues to reside in various systems, each of which documents a different part of the equipment's journey.

Cargo moving over land, for example, is tracked in the Global Freight Management system, while data on ocean-borne cargo is resident in the Integrated Computerized Deployment System.

In the past when commanders needed to know the status of unit cargo, they contacted SDDC personnel who ran queries in the various systems.

The search for a better way began with a lunchtime discussion in May,

said SDDC customer service representative Brian Ridgway.

"Over a bowl of lo mein, Larry Lawrence and Dennis Williams and I started talking about our various in-house systems," said Ridgway. "We realized there had to be synchronicity among them."

Ridgway had a good team. Lawrence works with the Integrated Computerized Deployment System and Williams is chief of operations, Personal Property.

The trio consulted traffic management specialist Steve Beck to see if the data was compatible with Global Freight Management.

Realizing that a commonality existed, the three enlisted the help of information technology specialist Deborah Stokes to pull and merge the data from Integrated Computerized Deployment System and Global Freight Management.

Within an hour, said Lawrence, they were looking at a wealth of information.

"We started out looking for a way to track trucks," he said. "But when we merged the data, it was like an atomic bomb—it mushroomed and we were looking at much more information than we were even hoping for."

When deciding on the best way to make use of the newfound capability, the group turned to another SDDC system, the Intelligent Road/Rail Information Server.

"Integrated Computerized Deployment System is the perfect presentation portal," said Lord. "It's a Web-



Larry Lawrence (right) demonstrates to Capt. Tim Christiansen a new Web-based tool that will allow commanders to view the status of redeploying cargo.

based system that SDDC manages that will allow us to share information not just within the building but with those in the field who have a need to know."

During a recent demonstration of the capability, Capt. Tim Christiansen said he liked what he saw.

"Just a few years ago, we didn't have this much visibility of cargo in transit," said the operations officer for the 1205th Transportation Railway Operating Battalion, Middletown, Conn. "This is fantastic. I would like to see this grow and develop even further."

Users of the server will have dozens of ways to query the system, to include using transportation control numbers, point of origin or destination, and cargo dimensions.

Integrated Computerized Deployment System can even send an e-mail to notify users when equipment has passed through certain nodes, Lawrence said.

See "TRACKING" pg. 39

Patriotic tribute touts nation's colors

By Mitch Chandran, Public Affairs Specialist
SDDC Headquarters

A trucker who often hauls for the Military Surface Deployment and Distribution Command displays her patriotic pride with flair.

Carol West drives a rig that sports patriotic red, white, and blue colors inside and out. The vehicle's signature is the wrap-around American flag paint scheme adorning the 48-foot trailer.

Carol West, owner and operator of the Little Texas Trucking Co., of New Boston, Texas, considers her workplace to be behind the wheel of a 78-foot Freightliner tractor and trailer, hauling arms, ammunition and explosives for the Surface Deployment and Distribution Command.

"In 1998, I got my truck paid off," said West. "Instead of buying a newer model, I decided to do something that reflected how I felt about our country and especially our military.

"I designed a paint scheme on my computer that would be my tribute to the armed forces, then had the truck repainted that way."

West proudly displayed the truck at the second annual National Transportation Week Conference at the Washington, D.C., Convention Center.

Her life on the road began in 1978 when she and a friend enrolled in a Florida truck driving school—they were the first two females to attend and graduate.

"Driving this truck and moving freight for the military is a fun thing to do," said West. "I also get to meet a lot of military and civilian members which is very rewarding."

West is not alone when on the road. She and her co-driver have logged more than 1.1 million miles in moving munitions.

Marvin Rowin has shared driving duties with West for many years and



Carol West and Marvin Rowin take time away from the road to display their truck May 18-19 at the second annual National Transportation Week Conference at the Washington, D.C. Convention Center. Pictured inset shows detail of inscription on the side of the truck.

knows the truck inside and out.

"I'm proud to drive this truck," said Rowin. "I like what we do, how we do it and everyone we meet."

"When you're a contractor working for the military and especially with munitions, there are a lot of rules to follow," said West. "Training is key and we go through retraining every two years."

West takes her training seriously and credits her success by simply following all the rules.

"I would say I've got the greatest job in the world," said West. "I'm dealing with the top 5 to 10 percent of the people in the country when dealing with the military."

West subcontracts her services to Landstar Systems Inc. of Jacksonville, Fla.

"Carol is a true woman entrepreneur," said Robert Dugger, director of government pricing for Landstar.

"While en route moving her current shipment, she will be planning three to four trips down the road keeping herself steadily available and employed.

"She is a true ambassador of the trucking industry."

The truck draws a lot of compliments, said West.

"I get a lot of people, especially military retirees, thanking me for dedicating my truck to the armed forces," said West. "It makes me happy to see a lot of trucks and cars displaying the flag or other patriotic symbols on them."

West said she is thinking about buying another truck this year. If she does, she wants to get it painted the same way.

"I love what I do," said West, "and I love the people I meet. If I have one thing to say to everyone it is be the best and take great pride in whatever you do and always show your patriotism." 🇺🇸

Goes to SDDC's Small Business Office for exceeding goals

By Saloumeh Amouhashem, Intern
SDDC Headquarters



Nancy Small, associate director, Small Business Office, said the work of SDDC's Acquisition Directorate was critical to winning the award.

Below: Karen Chin (left), of the SDDC Small Business Office, discuss the Army award with intern Saloumeh Amouhashem.

(Photos by John Randt)

The Military Surface Deployment and Distribution Command has received the 2003 Award of Excellence for Army Subcontracting for its success in assisting small businesses with contracting.

The award is a direct result of the work by the command's small business office composed of Nancy Small, associate director, and Karen Chin, procurement analyst of small business.

SDDC has the distinction of being the first command to receive the award—a part of the newly implemented U.S. Army Small Business Program.

The small business office staff, which reports directly to Bill Lucas, Deputy to the Commander, was enthusiastic about the award.

"We are absolutely delighted," said Small. "To receive an Army-wide award is outstanding.

"We are so proud of Acquisition's

accomplishments and of their significant contributions to our command goals," continued Small, "We want to continue the winning tradition.

"We would like to commend the large businesses that we contracted for their support to our small business program."

Chin, a former transporter, said the award is a historical benchmark for SDDC.

"This demonstrates that working together as a team does make a great difference," said Chin. "We are extremely proud of Acquisition's accomplishments for this award."

The command awarded \$76 million to small businesses in fiscal year 2003, which ended Sept. 30, 2003. In all, the command made a total of \$690 million in awards in the fiscal year.

Lucas and Small received the award July 1 from Tracey Pinson,



director, of the U.S. Army's Office of Small and Disadvantaged Business Utilization.

"This award recognizes our Small Business Office, the Acquisition Directorate, and the Command," said Lucas. "I am very proud. All of SDDC can be proud of their work—which in turn supports our mission and that of the Army." 🌱

SDDC awardee Steve Rushton puts his 20 years experience to good use explaining some of the details of a travel order with Carlson/Wagonlit travel coordinator Janet Cook. (Photo by Master Sgt. Anthony Martinez, public affairs specialist for the 96th Regional Readiness Command)



Army traffic manager best in field

By Mitch Chandran, Public Affairs Specialist
SDDC Headquarters

A traffic manager credited with handling all transportation requirements for the movement of 3,000 service members in 30 different military units is the Army winner of SDDC's 2003 Excellence in Traffic Management Awards.

The award was presented to Floyd Rushton, a traffic manager for the 96th Regional Readiness Command, Salt Lake City, Utah.

"It's a little overwhelming for me," said Rushton. "To me, to get an award like this, I think it is pretty neat. It is quite an honor."

The award was one of seven that was presented Sept. 15 by Brig. Gen. Charles Fletcher, Jr., SDDC commander, to civilian transporters representing all the military services. The presentations were made at the annual meeting of the National Defense Transportation Association, in Milwaukee, Wis. The association, which funds the awards, promotes military transportation issues.

Rushton's work with deployed

military units was additionally noteworthy because of the continuing support he provided once the service members arrived in Southwest Asia, said his supervisor, Dave DePaola.

"Steve managed an incredibly efficient travel office which serviced a vast geographical region," said DePaola, chief of the command's transportation and services division. "I'm very thrilled he is getting this award."

"As one example, he booked over 10,000 airline tickets throughout last year involving mobilizations, annual training, and various other missions."

In addition, Rushton coordinated hundreds of urgent federal express shipments for his customers, he said.


Rushton, said DePaola, promoted military and industry partnerships.

"Steve is constantly adapting to the changing requirements of the transportation business," said DePaola, "and he does so every day with a completely positive attitude."

Rushton, in his current position

since 1985, said he thrives on the transportation mission and challenges.

"Whether it's moving people or moving freight, I enjoy the challenges that are associated with this job," said Rushton.

Six other SDDC Excellence in Traffic Management awards were also made. Recipients include: Clifford Theseira, traffic management specialist, Naval Regional Contracting Center, Singapore; Jesse Taijeron, quality control inspector, Marine Air Ground Task Force Training Command, Twentynine Palms, Calif.; Air Force Master Sgt. Rene' Guionnaud, Jr., chief, Traffic Management Flight, 39th Logistics Readiness Squadron, Incirlik Air Force Base, Turkey; Carl Plair, transportation agent, Coast Guard, Portsmouth, Va.; Lorraine Zuchowski, traffic management specialist, Defense Supply Center, Philadelphia, Pa.; and Jason Spencer, traffic management specialist, Fleet Operations, Army and Air Force Exchange Service, Dallas, Texas. 

Top Army transportation units receive recognition

By Mitch Chandran, Public Affairs Specialist
SDDC Headquarters

A Reserve transportation company mobilized for Operation Iraqi Freedom is one of two Army units to be recognized for excellence.

The National Defense Transportation Association named the 257th Transportation Co., Las Vegas, one of the Army's two top transportation units.

In the active duty category, the winner was the 508th Transportation Co., of Fort Eustis, Va.

Recognition of the units' work in 2003 was made Sept. 14 at the associations' annual meeting in Milwaukee, Wis. The association promotes military transportation issues.

"It's outstanding," said Capt. Michelle Ross, 257th commander. "This is motivating for the troops and this shows that all the training we do pays off."

Reservists with the company were mobilized Feb. 10, 2003, for Operation Iraqi Freedom. The unit was assigned the task of assisting the arrival and movement of 4th Infantry Division equipment from the port of Ash Shuaiba, Kuwait, the key transportation hub for the Military Surface Deployment and Distribution Command.

"My Soldiers are really proud to gain this recognition," said Ross. "We are seamless to our active duty counterparts."

"We have proven that training is serious business in the Reserves and that there is only one set of regulations: Army Regulations. This is just another example of how Army Reservists view their roles as Citizen Soldiers."

In the month of April, unit members traveled more than 110,000 miles moving 4th Infantry Division and Marine Corps equipment to deployed forces in the field.



The 257th Transportation Co. was also recognized by the American Trucking Association at a management meeting and exposition meeting in Las Vegas on Oct. 3-7. The association offered the Reservists free exhibit space. Members of the 357th eased in a heavy equipment transporter, used to move giant M-1 tanks and exchanged talk with commercial truckers.

A month later the figure was 310,000 miles. In June, the Soldiers drove 215,000 miles.

During their time in Iraq, unit members were recognized with one Purple Heart, three Bronze Stars, 130 Army Commendation Medals, 140 Drivers Badges, and 50 Mechanic Badges.

Among active-duty transportation units, recognition went to the 508th Transportation Co., which is charged with providing direct logistical support to the U.S. Transportation Center at Fort Eustis.

"I think this is wonderful and a great honor for this company," said Capt. Christina Helferich, 508th commander. "Anytime the school needs a vehicle and driver, we are who they come too."

"We have more than 100 vehicles of 25 different nomenclatures for supporting just about any type of mission

our customers may have."

The largest mission of the company's 118 military and civilian members is supporting the Manassas Run field class for the Transportation Officer Basic Course held in Va. These week-long field exercises provide basic transportation and convey live-fire training to second lieutenants bound for field assignments.

In 2003, the 508th supported seven Manassas Run events. More than 370 students drove more than 728,000 accident free miles on 245 pieces of equipment.

"This year, we'll have the opportunity to support nine Manassas Runs," said Helferich. "This will also allow our seasoned Soldiers to provide our own internal training for our newer members while at the same time supporting the basic officer course students—it is opportunity training at its finest." 📍

From our house to yours:

Pa. company provides top-notch printing services of **Translog**

Every three months an issue of Translog is mailed from the Military Surface Deployment and Distribution Command headquarters in Alexandria, Va. to York Graphic Services in York, Pa. for final printing and mailing.

Diane Fry, project manager, receives the Translog mailing packet, and assigns the job to Don Andersen, job planner. Andersen ensures the magazine is ready for production. Once approved Andersen puts the order in for the paper that will be passed through the press. Think of the press as a large “rubber stamp” that transfers ink to paper via rubber-encased rollers that pick up ink on every revolution.

YGS still uses the traditional ink cylinders and press for printing. Ken Conrad, Government Printing Office Specialist, operator, maintains a watchful eye over the entire printing and binding process. He checks every one thousand sheets of paper that go through the printing press, ensuring consistency and quality of color.

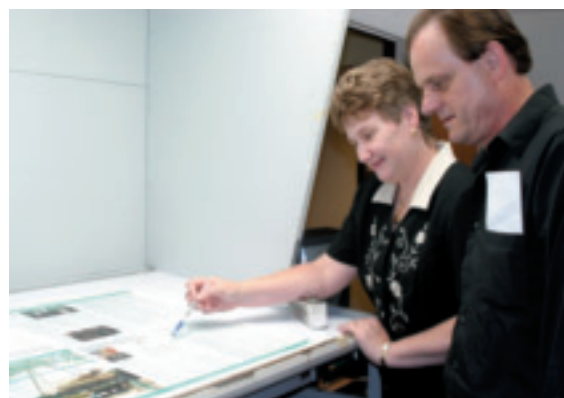
When the print run is complete, the printed sheets are delivered to the folder. After folding, the sheets are sent to the binder to collate, staple and trim, turning the magazine into a finished product. Once that is complete the magazines are boxed, loaded and shipped to readers. 📄

After every one thousand sheets go through the printing press, Mark Wallace pulls off a sample press sheet and gives it a once-over.



Wallace uses a magnifying glass to make sure colors register.

(Photos by Diana Dawa)



Translog goes through the first review. Diane Fry, project manager, and Ken Conrad, Government Printing Office Specialist, review the first press sheet for quality control issues of the Translog magazine.



Press Operator Mark Wallace sets the aluminum plates up to be placed on to the printing cylinders.

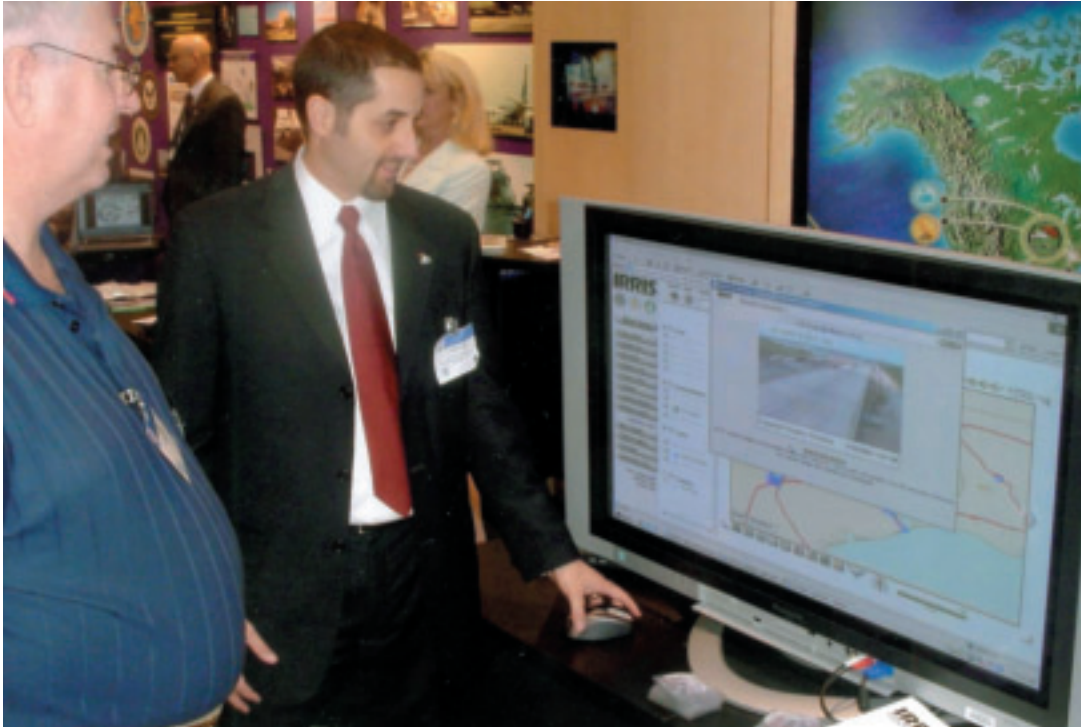


Second pressman Marc Nelson loads the plates on to the printing cylinders-always aware of the sharp edges that can sometimes cut deep.



The Translog in its final run in the print process. From the press, to the folder, to the stitcher, where it's all put together and then mailed out to the readers.

Seeing IRRIS in action !!!



Landstar Carrier Group's Tom Embody (left) recently got a first-hand look at the Intelligent Road/Rail Information Server. Embody was attending the National Transportation Week at the Washington, D.C. Convention Center, when he asked about an on-going Landstar move-

ment. Philip Krueger, program engineer, punched in the geography coordinates and Embody watched a fleet of his firm's trucks haul military vehicles from Fort Hood, Texas, to Beaumont. "I love it, I love it," said Embody. "I never thought it would happen." Embody is director, government sales and marketing, of the Jacksonville, Fla., firm.

(Photo by John Randt)

SDDC seeks nominations for top DOD transporters

Department of Defense transportation providers around the globe are eligible to be nominated for the Military Surface Deployment and Distribution Command's 2005 Quality Award Program competition.

The competition is open to all modes and services of transporters that sustain exceptional performance in support of Department of Defense during a calendar year.

Ten companies were awarded the 2004 Quality Award in Denver, Co. this past March.

"We have superior transportation companies working for the Department of Defense and this gives us a chance to recognize top companies for going above and beyond our expectation," said Jeanie Bell Winslow, program manager.

This year's award will be presented at a special dinner during the SDDC Training Symposium to be held April

25-28, 2005, in Nashville, Tenn.

A panel from SDDC will evaluate each nomination on customer service, innovation and scope of contribution. Nominations should include a brief, one-page narrative justification with a cover sheet. Deadline for submission is Dec. 31, 2004.

Nominations should be sent to:

HQ, SDDC, ATTN: SDCA

200 Stovall Street

Alexandria, Va., 22332-5000



Strength in fibers ...



Competitors get their first look at the rope to be used at the Naha Giant Tug-of-War competition, at the port of Naha, Okinawa, Japan. The rope is a record: 200 meters long and 1.56 meters in diameter. It weighs 40.1 tons. Maj. Richard Yada, executive officer, 835th Transportation Battalion; Naha City Mayor Takashi Onaga; and Hidenobu Goya, chairman, Naha Giant Tug-of-War Preservation Committee; view the rope Sept. 24. The actual competition was held Oct. 10 at the Naha Military Port.

Industry-SDDC partnership ...

Interstate Van Lines president Arthur Morrisette, Jr., (left) and Bill Lucas, SDDC Deputy to the Commander, attend 2nd Annual Greater Washington Government Contractor Awards event Oct. 13 at a Tysons Corner, Va., hotel. Lucas was one of three finalists for the "Public Sector Partner of the Year Finalist." Interstate, of Springfield, Va., nominated Lucas for the award. Lucas retires from SDDC on Jan. 31.

(Photo by John Randt)



TRACKING

Continued from pg. 31

The application proved its utility for the first time when a problem occurred during a recent rail movement.

"The application was still under development, but we ran a query to find out what was on a particular rail car," said Lawrence. "Information that had sometimes taken four hours to find, took just minutes.

"We were able to respond quickly and get the cargo moving again."

Lawrence said that he hopes to integrate a few more systems to be able to gain visibility of deploying equipment, too.

"We are still exploring ways to integrate data from either the Worldwide Port System or the Integrated Booking System so customers can see equipment moving from the fort to the port," he said.

A utility like this will be valuable for the Warfighter, said Lt. Col. Mike Balser, commander, 833rd Transportation Battalion, Seattle, Wash.

"An in-transit visibility system like this is simply one more way for a commander to be able to exercise command and control over his or her own move," he said. "Near real-time visibility will give a commander the knowledge and power to make better decisions."

Lt. Col. Patrick Lyons, commander, 840th Transportation Battalion, Izmir, Turkey, said the enhanced capability would make everyone's job easier.

"The beauty of the Web-based system is that commanders don't really have to know who we (at SDDC) are, but what we can do for them," said Lyons.

"This is just one more tool a commander can put in his kit bag to help him understand part of his operation that he used to not be on top of." 🟢

(Editor's note: Authorized users of the Intelligence Road/Rail Information Server may access the database by logging in and clicking on "Redeployment Tracking.")

READY

Continued from pg. 19

Merchant mariners on board the Cape Ray throw a rope to line handlers upon the ship's return to Portsmouth, Va.



The three ships were among the 30 Ready Reserve Force Roll On/Roll Off vessels that have moved cargo in support of current operations in Southwest Asia.

"There isn't a piece of oversize military cargo that we cannot put on these ships," said Pat Wright, skipper of the Race. "The ships in this class of vessels were workhorses during Operations Desert Shield and Desert Storm."

Impressed with the ships' utility during the first Gulf War, the United States decided to purchase the then-foreign-flagged vessels.

Originally built to move oilrig platforms, the Cape R's class vessels have exceptionally high overhead main trailer decks. Each ship boasts four large elevators that move loads as heavy as 85 tons between the wide-open decks.

Some people believe that using the lifts takes more time than driving cargo up traditional ramps.

Not so, said Wright.

It takes just 90 seconds to move two large trucks with trailers to the

upper deck, said Wright as he demonstrated the 85-ton lift.

"On other ships, it can take longer," he said. "Oversize trucks can have a hard time going up traditional ramps because of the limited turning radius and tight spaces on the decks."

Even greater efficiency is gained because stevedores can operate four lanes of traffic simultaneously, said Wright.

The lifts are extremely reliable, but even losing one ramp would not be an impediment to speedy cargo operations, he added.

Rick Taylor, skipper of the Ray, said he hopes his ship will be activated soon to support Operation Iraqi Freedom III.

"We're not here as commercial mariners, but we're part of a whole team supporting the military," he said.

"Find us cargo and keep us working," said Taylor. "It's good for the crews and it's good for the ship. It seems almost counter-intuitive, but the best way to keep a ship maintained is by using it." 🟢

Operations officer **squeezes** athletics into a busy work life

By Saloumeh Amouhashem, Intern
SDDC Headquarters

Strategy is an important part of Capt. Bridget Smith's life—on the job and on the playing field. Smith serves as operations officer of the 599th Transportation Group, Wheeler Army Air Field, Hawaii.

She also is an avid athlete who recently served as captain of the Women's U.S. Army Soccer Team. The team brought home the silver medallion in multi-service competition at Fort Eustis, Va., in May.

"Any Soldier who feels they can contribute to an All-Army sport should do so," said Smith. "It is a time when the Soldiers can take a break from all the turmoil in the world and have peace and unity."

Following the All-Army tournament, Smith led her team in competition with the All-Navy and All-Air Force Teams.

Because of her keen playing, Smith was selected to participate in the International Military Sports Council Soccer Championship tournament May 26-June 5, also at Fort Eustis. Smith, playing middle field and full back, competed against teams from Canada, Germany, and the Netherlands.

"The experience was a time in my life that I will never forget," said Smith. "Every country had so much pride shar-

ing a common bond of being women in the military and playing soccer with the best of the best."

The American All-Armed Forces team took the bronze medal after a double overtime score of 0-0 against Team Netherlands.

"We had a disappointing showdown of penalty kicks," said Smith.




Capt. Bridget Smith displays her prowess with a soccer ball in a recent match. The operations officer of the 599th Transportation Group recently served as captain of the women's U.S. Army Soccer Team.

Athletics do not end here for Smith. Living in Hawaii gives Smith the opportunity to train year round by participating in triathlons and ocean swims. She also runs five-kilometer and 10-kilometer races, as well as the Honolulu Marathon.

Smith also finds time to play soccer every weekend and rip the waves when the surf is up.

"It was very similar to the Olympics, except that it was only a military championship," said Smith. "I would like to thank my command and teammates for this amazing experience that resulted in friendships and memories for a life time."

Smith's sports resume goes back to her youth. She played basketball at St. Mary's High School, in Annapolis, Md., and at Virginia Wesleyan College, in Norfolk, Va. 

SDDC says *bon voyage* to transportation specialist after 59 years of federal service

By Robyn Mack, Command Affairs Officer
599th Transportation Group

This November it'll be bon voyage for Mr. Art Carpenter, 599th Transportation Group Ocean Cargo Clearance Authority – Pacific chief, Yokohama North Dock, Japan; as he retires after 59 years of combined federal service.

Since 1944 Carpenter served the sealift community in an array of positions. His first duty was as a member of the U.S. Maritime Service. He concludes his career managing surface shipments from the American Samoa to Africa for the Military Surface Deployment and Distribution Command.

According to Mr. Carlos Tibbetts, 836th Transportation Battalion supervisory transportation specialist, Carpenter is a technical expert in the transportation field. "He deserves a special place in the Transportation Corps. Not too many of us last this long and I'm 58, so Art's been an employee longer than I've existed."

Carpenter traveled around the globe, serving the Military Sea Transportation Service all along the way. After several assignments with the service he joined SDDC in October 1982.

"Art is a legend in the Pacific," said Col. Tom Harvey, commander of the 599th Transportation Group

"For more years than anyone can remember, he has been the focal point and institutional knowledge on vessel operations," said Harvey.

Carpenter said his continuous service with the government was fueled by a devotion to work for one company. "You find good company and stay with it," he said.

The transportation veteran has aided in humanitarian efforts during the resettling of refugees in 1975 at Indochina and received superior performance



Mr. Art Carpenter at work.

awards for support during the withdrawal of U.S. military forces from Thailand in 1976. Yet, Carpenter said the best moment after 59 years of service is piloting costal shipping.

Aside from work, Ms. Phyllis Sherwood, a traffic management specialist under Carpenter, said he loves the finer things in life.

"People should know he is a very pleasant individual," said his colleague of two years. "He loves food and drink, crossword puzzles and communicating with old friends. He makes people feel welcome in OCCA."

Harvey added, "Art has taken many young officers, NCOs, and civilians and taught them the basics of traffic management. In fact, he could have written the book on moving cargo in Japan and the Pacific. His contributions will continue far beyond his retirement." 🌐

59 years of transportation service

December 1944 to March 1945: U.S. Maritime Service Training School, Avalon

April 1945 to February 1950: U.S. Army Transportation Service (Afloat)

March 1950 to March 1951: Military Sea Transportation Service, North Pacific Area Function Transfer (Afloat)

March 1951 to June 1951: California Shipping Company (Afloat)

June 1951 to June 1953: U.S. Army (Military Service Korea)

July 1953 to September 1963: Military Sea Transportation Service, Western Pacific Area and Military Sealift Command Far East (Afloat)

October 1963 to September 1982: Military Sealift Command Far East, Ashore Port Captain

October 1982 to present: Military Surface Deployment and Distribution Command, 599th Transportation Group

SDDC People...



After 31 years of total service to the federal government, John Randt is retiring. Randt, director of Command Affairs, has served as chief spokesperson for the Military Surface Deployment and Distribution Command for 6 years. He is a veteran newsman with 16 years of newspaper and television experience.

Randt has overseen the growth of public affairs to include the functions of legislative liaison, protocol and the annual training conference.

The office's quarterly "Translog" magazine, detailing the organization's work, has received multiple awards and recognition during Mr. Randt's tenure.

A "seasoned" journalist, Randt has provided endless public affairs support for SDDC equipment moves in the War on Terror in Iraq and Afghanistan. His relationships with the newspaper media spilled over to the transportation industry. During his time with SDDC, several articles he and his staff wrote were published in other publications because of Randt's ability to work the press.

With his narration abilities, Randt was often dubbed the "Voice of SDDC" at numerous command functions. He also gave several command briefings to VIP's and internal and external audiences to increase awareness of the command's vital mission.

Randt's candor, professional demeanor and steadfastness, garnered respect, as well as camaraderie, among his peers in the military and his counterparts in the transportation industry. His enthusiasm and dedication for getting the SDDC story told will be greatly missed.

(Photo by LaWanda York)



Sojourn for Frank Galluzzo ...

Veteran transporter Frank Galluzzo gets an SDDC seal and a highly complimentary send off from Bill Lucas, Deputy to the Commander, and fellow staff officers and members of G-5 (Distribution Analysis Center) on July 27. Galluzzo, director, G-5, has accepted a 10-month assignment to conduct a third-party logistics test in the office of Earl Boyanton Jr., Assistant Deputy Under Secretary of Defense (Transportation Policy), Crystal City, Va., beginning Aug. 2.

(Photo by John Randt)

Moving up ...

Sgt. Maj. Terrance Heyward moved to the Army's highest enlisted position July 16 in a ceremony at Fort Eustis, Va. Heyward was promoted to the position of command sergeant major. His new rank was pinned on jointly by Brig. Gen. Mark Scheid, Deputy Commanding General and Director of Operations, and Heyward's wife, Cynthia. Heyward left the SDDC Operations Center on July 27 and moved to his new assignment: command sergeant major of the Fort Eustis-based 10th Battalion.

(Photo by John Randt)



Moving on ...

Dear Editor:

Well, it's that time again! Time to pack up and leave! The packing up is complete now, so only the leaving remains and that is the part my family and I hate the most.

I have been blessed in that I have served a third of my career with MTMC/SDDC (over two tours and wars) with you fantastic folks. Now, its pay back, I must return to Canada to serve in our National Defense Headquarters for the Deputy Chief of Defense Staff.

As always, we leave with a heavy heart. Since the last time I left MTMC I said I would not be back, and was. I will not say it again, although the chances are less than slim. What I will say is that this is an extremely small world when you are in the transportation business ... so I'm sure I'll see you around across a pier, somewhere, sometime in the future.

It's been a privilege and a pleasure to serve with y'all! Please look me up if you're ever in Ottawa. My permanent e-mail address is: serge@eligi.ca.

Au revoir mes amis!

Maj. Serge Pelletier
Chief of Staff/Canadian ILOC Officer
598th Transportation Group
Rotterdam, the Netherlands



Maj. Serge Pelletier talks with driver Steve Howell while supervising a one-time-only truck delivery of a small naval craft to Beaumont, Texas, in September 2000.

Editor's Note: We will miss you major. You have given faithful service to this command. At a final formation with SDDC, Pelletier was presented the Order of St. Christopher, a top transportation award for performance, by Col. Gary Stanley, 598th commander.

598th Transportation Group mourns loss of colleague



Joel Cajudo

Members of the 598th Transportation Group have been saddened by the loss Oct. 15 of Joel Cajudo, a veteran transportation planner. He was 50.

Cajudo joined SDDC's European headquarters in Rotterdam, the Netherlands, in January 2004 to provide distribution and deployment planning support. Previously, Cajudo was a medical logistics planner for the Naval Medical Logistics Command, Fort Detrick, Md.

"Our condolences go to Raquel, his wife, Joel's children and his entire family," said Col. Gary Stanley, 598th commander. "Joel will be sorely missed. He was an exemplary government employee, a great colleague and an outstanding member of our team."

SDDC employees remember Cajudo as an excellent team member and positive personality.


"His family was No. 1 in Joel's life and you knew this by how proudly he spoke of them and the sacrifices he made each day to ensure they could achieve their goals and dreams," said John Fisher, his supervisor. "I will miss his positive attitude, analytical conversations, and the personal experiences that he brought to myself and our organization each and every day."

Velvet Taylor, paralegal specialist, has similar strong reminiscences.

"Joel always had a smile to share," said Taylor. "He was so easy to talk to. I remember one afternoon this summer when he stopped by my office. We spent about 20 minutes just talking about our kids and their schools and what a great opportunity it was for them to be here."

"I remember going home that night and telling my husband what a great guy Joel was, just a genuinely nice guy. I will always miss his smile!"

Cajudo was a 24-year veteran of the U.S. Navy. His shipboard assignments included the: USS Iwo Jima, USS Forrestal, USS Saratoga, USS Takelma, USS Samuel Gompers and USS Leftwich.

Cajudo is survived by his wife, Raquel Calma; daughter, Tarja; and son, Jedidiah. 

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